

## APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBL02

**IMPORTANT:** Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Cincinnati CODE # 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 1 / 99

CONTACT: Joan Buttner PHONE # (513)352-6236 (THE

PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX: (513) 352-1581 E-MAIL Joan.Buttner@cineng.rcc.org

PROJECT NAME: Paddock Road Street Improvements

## SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County  
☒ 2. City  
☐ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District  
 (Section 6119 or 6117 O.R.C.)

## FUNDING TYPE REQUESTED

(Check All Requested &amp; Enter Amount)

- ☒ 1. Grant \$ 2,000,000  
☐ 2. Loan \$ \_\_\_\_\_  
☐ 3. Loan Assistance\$ \_\_\_\_\_

## PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 10,450,000 FUNDING REQUESTED: \$ 2,000,000

## DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,000,000

LOAN ASSISTANCE: \$ \_\_\_\_\_

SCIP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

RLP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

(Check Only 1)

- ☐ State Capital Improvement Program ☐ Small Government Program  
☒ Local Transportation Improvements Program

## FOR OPWC USE ONLY

PROJECT NUMBER: C \_\_\_\_\_ / C \_\_\_\_\_

Local Participation \_\_\_\_\_ %

OPWC Participation \_\_\_\_\_ %

Project Release Date: \_\_\_\_\_

OPWC Approval: \_\_\_\_\_

APPROVED FUNDING: \$ \_\_\_\_\_

Loan Interest Rate: \_\_\_\_\_ %

Loan Term: \_\_\_\_\_ years

Maturity Date: \_\_\_\_\_

Date Approved: \_\_\_\_\_

SCIP Loan \_\_\_\_\_ RLP Loan \_\_\_\_\_

## 1.0 PROJECT FINANCIAL INFORMATION

### 1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

Force Account  
Dollars

TOTAL DOLLARS

a.)	Basic Engineering Services:	\$ <u>          .00</u>	<u>                    </u>
	Preliminary Design	\$ <u>                    </u>	
	Final Design	\$ <u>                    </u>	
	Bidding	\$ <u>                    </u>	
	Construction Phase	\$ <u>                    </u>	
	Additional Engineering Services	\$ <u>          .00</u>	<u>                    </u>
	*Identify services and costs below.		
b.)	Acquisition Expenses:		
	Land and/or Right of Way	\$ <u>          .00</u>	<u>                    </u>
c.)	Construction Costs:	\$ <u>  9,472,610.00</u>	<u>                    </u>
d.)	Equipment Purchased Directly:	\$ <u>          .00</u>	
e.)	Permits, Advertising, Legal:	\$ <u>          .00</u>	
	(Or Interest Costs for Loan Assistance Applications Only)		
f.)	Construction Contingencies:	\$ <u>  977,390.00</u>	
g.)	<b>TOTAL ESTIMATED COSTS:</b>	\$ <u> 10,450,000.00</u>	

\*List Additional Engineering Services here:  
Service:

Cost:

## 1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>          .00</u>	<u>          </u>
b.) Local Revenues	\$ <u>          .00</u>	<u>          </u>
c.) Other Public Revenues		
ODOT	\$ <u>8,450,000.00</u>	<u>4,225,000</u> 81
Rural Development	\$ <u>          .00</u>	<u>          </u>
OEPA	\$ <u>          .00</u>	<u>          </u>
OWDA	\$ <u>          .00</u>	<u>          </u>
CDBG	\$ <u>          .00</u>	<u>          </u>
OTHER <u>                    </u>	\$ <u>          .00</u>	<u>          </u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>8,450,000.00</u>	<u>4,225,000</u> 81
d.) OPWC Funds		
1. Grant	\$ <u>2,000,000.00</u>	<u>1,000,000</u> 19
2. Loan	\$ <u>          .00</u>	<u>          </u>
3. Loan Assistance	\$ <u>          .00</u>	<u>          </u>
SUBTOTAL OPWC FUNDS:	\$ <u>2,000,000.00</u>	<u>1,000,000</u> 19
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>10,450,000.00</u>	<u>5,225,000</u> 100%

## 1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# 6525 Sale Date: 10/99  
STATUS: (Check one)  
    Traditional X  
    Local Planning Agency (LPA)                       
    State Infrastructure Bank

## 2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

### 2.1 PROJECT NAME: PADDOCK ROAD STREET IMPROVEMENTS

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### 2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

#### A: SPECIFIC LOCATION:

Paddock road from east of North Bend Road to north of Seymour Avenue and Seymour Avenue from the bridge over I-75 to 2200 feet east of Paddock Road. (See attached map and schematic plan)

**PROJECT ZIP CODE:** 45216 & 45222

#### B: PROJECT COMPONENTS:

This project will involve widening the existing roadway to provide standard width lanes, lengthening and adding left and right turn lanes at intersecting streets, addition of one through lane for 800 feet, replacing the Paddock Road bridge over Interstate 75, installing new traffic signal equipment. Lighting and signing will be upgraded. 95% of the existing pavement will be replaced to full-depth and the remaining pavement will be rehabbed as needed, including joint and pavement repairs and resurfacing the entire roadway with asphaltic concrete.

#### C: PHYSICAL DIMENSIONS:

The existing roadway of Paddock Road has 4 to 5 through lanes with a width that varies from 46 to 62 feet. The proposed roadway of Paddock Road will be 4 to 6 through lanes with 14-foot curb lanes and 12 foot through lanes. The width varies from 63 to 87 feet. The length of the project is 3400 feet along Paddock Road.

The existing roadway of Seymour Avenue is 4 through lanes with a width that varies from 48 to 56 feet. The length of the project along Seymour Avenue is 2200 feet. The proposed roadway will have 4 through lanes with 14-foot curb lanes and 12 foot through and turn lanes.

#### D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

The widening is based on Year 2019 traffic projections of ADT of 25,380 with 7 % trucks and a design hourly volume of 2540. This project will increase service capacity on Paddock Road and Seymour Avenue and improve access to Interstate 75.

This improvement will upgrade Paddock Road to current design standards by providing standard lane widths, improving sight distances and lengthening and providing left and right turn lanes at intersections. Accident rate will be reduced and traffic safety will be enhances. Many of the 1994-1996 crashes (see accident data) were the type which could be related to sight distance concerns, rear-end and right angle accidents, the majority of crashes seem to be related to traffic congestion and vehicles stopped in traffic. The additional turn lanes will reduce congestion and is expected to reduce backup and queue lengths within the project vicinity.

Road or Bridge: Current ADT 23,689 Year: 1999 Projected ADT: 25,380 Year: 2019  
Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate:\$            Proposed Rate: \$             
Stormwater: Number of households served:

**2.3 USEFUL LIFE/COST ESTIMATE:      Project Useful Life: 30 Years.**

**Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.**

**3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:**

**TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT      \$ 8,360,000**

**TOTAL PORTION OF PROJECT NEW/EXPANSION      \$ 2,090,000**

**4.0 PROJECT SCHEDULE:\***

	BEGIN DATE	END DATE
<b>4.1 Engineering/Design:</b>	<u>4/1/97</u>	<u>9/1/98</u>
<b>4.2 Bid Advertisement and Award:</b>	<u>10/1/00</u>	<u>11/15/00</u>
<b>4.3 Construction:</b>	<u>12/31/00</u>	<u>12/ 31/03</u>
<b>4.4 Right-of-Way/Land Acquisition:</b>	<u>2/1/99</u>	<u>4/1/00</u>

- Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

## 5.0 PROJECT OFFICIALS:

5.1	CHIEF EXECUTIVE OFFICER	John F. Shirey
	TITLE	City Manager
	STREET	Room 152, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	( 513 ) 352 - 3241
	FAX	( ) -
	E-MAIL	
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5.2	CHIEF FINANCIAL OFFICER	Timothy Riordan
	TITLE	Finance Director
	STREET	Room 250, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	( 513 ) 352 - 3731
	FAX	( ) -
	E-MAIL	
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5.3	PROJECT MANAGER	Jay Gala
	TITLE	Principal Construction Engineer
	STREET	Room 415, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	( 513 ) 352 - 3423
	FAX	( 513 ) 352 - 1581
	E-MAIL	Jay.Gala@cineng.rcc.org

Changes in Project Officials must be submitted in writing from the CEO.

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

- [ ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [ ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

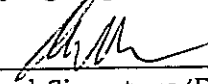
## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

**RICHARD MENDES** **DEPUTY CITY MANAGER**

Certifying Representative (Type or Print Name and Title)

 / 9/14/99  
Original Signature/Date Signed

# City of Cincinnati



Department of Public Works  
Division of Engineering

Room 445, City Hall  
801 Plum Street  
Cincinnati, Ohio 45202

Joseph S. Charlton  
*Acting Director*

Prem Garg, P.E.  
*City Engineer*

Robert H. Richardson, AIA  
*City Architect*

**September 17, 1999**

**Subject: Paddock Road Street Improvements  
Certification of Useful Life**

**As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is at least thirty (30) years.**



**(Seal)**

**Brian Pickering, P.E.  
Principal Highway Engineer  
City of Cincinnati**



Construction Cost Estimate						
HAM - S.R. 4 - 4.000						
Roadway						
ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	UNIT TOTAL	
201	Clearing and Grubbing, As Per Plan	LUMP			\$35,000.00	
202	Structure Removed	88	CU. M.	\$150.00	\$13,200.00	
202	Approach Slab Removed	204	SQ. METER	\$23.25	\$4,743.00	
202	Pavement Removed	32,944	SQ. METER	\$7.00	\$230,608.00	
202	Wearing Course Removed	1,136	SQ. METER	\$4.00	\$4,544.00	
202	Walk Removed	4,957	SQ. METER	\$8.50	\$42,134.50	
202	Steps Removed	LUMP			\$500.00	
202	Concrete Median Removed	15	SQ. METER	\$20.00	\$300.00	
202	Concrete Barrier, Removed	143	METER	\$50.00	\$7,150.00	
202	Curb Removed	4,864	METER	\$9.05	\$44,019.20	
202	Pipe Removed	1,114	METER	\$25.00	\$27,850.00	
202	Guardrail Removed	164	METER	\$3.90	\$639.60	
202	Manhole Removed	13	Each	\$400.00	\$5,200.00	
202	Catch Basin Removed	2	Each	\$320.00	\$640.00	
202	Inlet Removed	50	Each	\$624.00	\$31,200.00	
202	Fence Removed	1,638	METER	\$4.75	\$7,780.50	
202	Removal Misc. Commercial Sign Removed and Relocated	2	Each	\$1,000.00	\$2,000.00	
202	Removal Misc. Trench Drain Removed	10	METER	\$50.00	\$500.00	
202	Removal Misc. Stone Wall Removed	12	CU. M.	\$150.00	\$1,800.00	
203	Excavation Not Including Embankment Construction	19,234	CU. M.	\$5.00	\$96,170.00	
SPECIAL	Misc.: Soils Consultant and Field Testing	LUMP			\$25,000.00	
203	Embankment	20,645	CU. M.	\$3.46	\$71,431.70	
203	Subgrade Compaction	49,525	SQ. METER	\$1.50	\$74,287.50	
604	Reference Monument	11	Each	\$145.00	\$1,595.00	
606	Guardrail, Type 5	90	METER	\$29.75	\$2,677.50	
606	Anchor Assembly, Type E-98	2	Each	\$2,390.00	\$4,780.00	
606	Bridge Terminal Assembly, Type 1	2	Each	\$970.00	\$1,940.00	

608	125 mm Concrete Walk	4,450	SQ. METER	\$29.90		\$133,055.00
608	Concrete Steps, Type A, As Per Plan	2	METER	\$275.00		\$550.00
608	Curb Ramp, Type 1	26	Each	\$110.00		\$2,860.00
608	Curb Ramp, Type 2	8	Each	\$130.00		\$1,040.00
622	Barrier Misc. Concrete Barrier, Type B-1270, As Per Plan	70	METER	\$300.00		\$21,000.00
622	Concrete Barrier, Type D	158	METER	\$180.00		\$28,440.00
622	Concrete Barrier, Type B, As Per Plan	33	Meter	\$275.00		\$9,075.00
651	Topsoil Stockpiled	329	CU. M.	\$3.25		\$1,069.25
652	Placing Stockpiled Topsoil	329	CU. M.	\$8.15		\$2,681.35
Special	Roadway Misc.: Underground Utilities, ODOT/Government Owned and Maintained	LUMP				\$1,000.00
Total Roadway						\$938,461.10
Erosion Control						
ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST		UNIT TOTAL
207	Temporary Seeding and Mulching	7,032	SQ. METER	\$1.40		\$9,844.80
207	Filter Fabric Fence	2,879	METER	\$5.50		\$15,834.50
207	Straw or Hay Bales	713	EACH	\$4.20		\$2,994.60
601	Paved Gutter, Type 1-0.5	30	METER	\$115.00		\$3,450.00
654	Commerical Fertilizer	3,868	KILOGRAM	\$0.10		\$386.80
659	Seeding and Mulching	35,160	SQ. METER	\$0.52		\$18,283.20
659	Repair Seeding and Mulching	1,758	SQ. METER	\$0.30		\$527.40
659	Water	421	CU. METER	\$1.00		\$421.00
659	Mowing	43,956	SQ. METER	\$0.05		\$2,197.80
Total Erosion Control						\$63,940.10
Drainage						
ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST		UNIT TOTAL
603	150 mm Conduit, Type F	11	METER	\$38.25		\$420.75
603	200 mm Conduit, Type B	50	METER	\$76.00		\$3,800.00
603	300 mm Conduit, Type B	1,397	METER	\$115.00		\$160,655.00
603	300 mm Conduit, Type C	259	METER	\$94.00		\$24,346.00

603	300 mm Conduit, Type F, As Per Plan	38	METER	\$90.00		\$3,420.00
603	375 mm Conduit, Type B	211	METER	\$115.00		\$24,265.00
603	375 mm Conduit, Type C	46	METER	\$108.00		\$4,968.00
603	450 mm Conduit, Type B	6	METER	\$132.00		\$792.00
603	450 mm Conduit, Type C	6	METER	\$128.00		\$768.00
603	600 mm Conduit, Type C	9	METER	\$170.00		\$1,530.00
603	675 mm Conduit, Type B	32	METER	\$206.00		\$6,592.00
603	675 mm Conduit, Type C	126	METER	\$154.00		\$19,404.00
603	900 mm Conduit Type B	2	METER	\$328.00		\$656.00
603	900 mm Conduit Type C	5	METER	\$226.00		\$1,130.00
604	Catch Basin, No. 3	5	EACH	\$1,800.00		\$9,000.00
604	Catch Basin, No. 3, As Per Plan	2	EACH	\$1,480.00		\$2,960.00
604	Catch Basin, No. 5	2	EACH	\$1,600.00		\$3,200.00
604	Catch Basin, No. 2-2B	1	EACH	\$850.00		\$850.00
604	Catch Basin Reconstructed to Grade	2	EACH	\$550.00		\$1,100.00
604	Inlet, No. 3B1270	2	EACH	\$4,650.00		\$9,300.00
604	Inlet Misc: Double Ditch Inlet, City of Cincinnati	2	EACH	\$1,750.00		\$3,500.00
604	Inlet Misc: Double Gutter Inlet, City of Cincinnati	1	EACH	\$1,400.00		\$1,400.00
604	Inlet Misc: Combination Inlet Manhole, City of Cincinnati	30	EACH	\$2,200.00		\$66,000.00
604	Inlet Misc: Combination Inlet, City of Cincinnati	73	EACH	\$1,800.00		\$131,400.00
604	Inlet Misc: Double Gutter Inlet Manhole, City of Cincinnati	1	EACH	\$1,500.00		\$1,500.00
604	Manhole, No. 3	2	EACH	\$1,900.00		\$3,800.00
604	Manhole Misc: Precast Manhole, City of Cincinnati	16	EACH	\$1,900.00		\$30,400.00
604	Manhole Misc: Brick Manhole Type "B", City of Cincinnati	8	EACH	\$2,200.00		\$17,600.00
604	Manhole Misc: Sanitation Manhole Reconstructed to Grade	1	EACH	\$875.00		\$875.00
604	Manhole Misc: Sanitation Manhole Adjusted to Grade	1	EACH	\$275.00		\$275.00
604	Manhole Adjusted to Grade	6	EACH	\$325.00		\$1,950.00
604	Manhole Reconstructed to Grade	11	EACH	\$875.00		\$9,625.00
604	Precast Reinforced Concrete Outlet	1	EACH	\$140.00		\$140.00
605	100 mm Shallow Pipe Underdrain	5,029	METER	\$14.80		\$74,429.20
<b>Total Drainage</b>						<b>\$622,050.95</b>

Pavement		QUANTITY	UNIT	UNIT COST	UNIT TOTAL
ITEM	DESCRIPTION				
254	Pavement Planing, Bituminous	4,059	SQ. METER	\$1.30	\$5,276.70
254	Patching Planned Surface	500	SQ. METER	\$1.60	\$800.00
301	Bituminous Aggregate Base, PG 64-22	329	CU. METER	\$60.00	\$19,740.00
304	Aggregate Base	7,429	CU. METER	\$31.94	\$237,282.26
305	210 mm Concrete Base, As Per Plan	46,747	SQ. METER	\$28.66	\$1,339,769.02
305	230 mm Concrete Base	374	SQ. METER	\$65.00	\$24,310.00
407	Tack Coat, 702.13	17,911	LITER	\$0.24	\$4,298.64
407	Tack Coat For Intermediate Course	12,085	LITER	\$0.24	\$2,900.40
446	Asphalt Concrete Intermediate Course, Type 2, PG64-28	2,371	CU. METER	\$61.00	\$144,631.00
446	Asphalt Concrete Surface Course, Type 1H	2,002	CU. METER	\$68.00	\$136,136.00
SPECIAL	Approach Slab Pressure Relief Joint	69	METER	\$280.00	\$19,320.00
452	210 mm Plain Concrete Pavement	168	SQ. METER	\$36.00	\$6,048.00
609	Curb, Type 2-A	31	METER	\$10.25	\$317.75
609	Curb, Type 2-B	4,536	METER	\$11.64	\$52,799.04
609	Curb, Type 2-B, As Per Plan	19	METER	\$16.50	\$313.50
609	Curb, Type 6	190	METER	\$34.50	\$6,555.00
611	Reinforced Concrete Approach Slab (T-380mm)	456	SQ. METER	\$134.22	\$61,204.32
Total Pavement					\$2,061,701.63
Maintenance of Traffic		QUANTITY	UNIT	UNIT COST	UNIT TOTAL
ITEM	DESCRIPTION				
614	Law Enforcement Officer With Patrol Car	200	HOUR	\$39.00	\$7,800.00
614	Bituminous Concrete For Maintaining Traffic	150	CU. METER	\$75.00	\$11,250.00
614	Barrier Reflector, Type B	62	EACH	\$4.00	\$248.00
614	Barrier Reflector, Type B2	154	EACH	\$7.80	\$1,201.20
614	Object Marker	216	EACH	\$12.50	\$2,700.00
614	Portable Changeable Message Sign, As Per Plan	2	EACH	\$11,000.00	\$22,000.00
614	Temporary Pavement Marking Misc: Solid Lane Line, Class 1, 740.06 Type 1	5,070	KM	\$195.00	\$988.65
614	Temporary Center Line, Class 1, 740.06, Type I	0.89	KM	\$850.00	\$756.50
614	Temporary Center Line, Class 1, 842 Paint	3.79	KM	\$830.00	\$3,145.70

[illegible]

202	Removal Misc.: Underpass Luminaire Removed, As Per Plan	4	EACH	\$75.00			\$300.00
603	100 mm Conduit, Type E	52	METER	\$16.00			\$832.00
625	Connector Kit, Type II	64	EACH	\$55.00			\$3,520.00
625	Connector Kit, Type VII B	2	EACH	\$51.00			\$102.00
625	Connector Kit, Type VII C	1	EACH	\$53.00			\$53.00
625	Cable Splicing Kit	78	EACH	\$50.00			\$3,900.00
625	Light Pole, Misc.: Design ST 1.8B 12.2	22	EACH	\$1,120.00			\$24,640.00
625	Light Pole, Misc.: Design ST 3.0B 12.2	1	EACH	\$1,400.00			\$1,400.00
625	Light Pole, Misc.: Design ST 3.7B 12.2	1	EACH	\$1,450.00			\$1,450.00
625	Light Pole, Misc.: Design ST 4.6B 12.2	3	EACH	\$1,500.00			\$4,500.00
625	Light Pole Foundation, 610 mm x 2.4 m Deep	27	EACH	\$725.00			\$19,575.00
625	Bracket Arm, 3.7 Meter, As Per Plan	1	EACH	\$250.00			\$250.00
625	Bracket Arm, 4.6 Meter, As Per Plan	5	EACH	\$300.00			\$1,500.00
625	No. 4 AWG 5000 Volt Distribution Cable	9,534	METER	\$4.00			\$38,136.00
625	No. 10 AWG Pole and Bracket Cable	88	METER	\$2.00			\$176.00
625	Conduit, 25 mm, 713.04	134	METER	\$69.00			\$9,246.00
625	Conduit, 76 mm, 713.04	2,670	METER	\$25.00			\$66,750.00
625	Luminaire, Conventional, Style B, Type 111, 310 Watt HPS, 240 Volt	33	EACH	\$350.00			\$11,550.00
625	Luminaire, Conventional, Style C, Type 111, 400 Watt HPS, 480 Volt	9	EACH	\$390.00			\$3,510.00
625	Luminaire, High Mast, Asymmetric, 1000 Watt HPS, 480 Volt	8	EACH	\$575.00			\$4,600.00
625	Luminaire, Underpass, 150 Watt HPS, 713.13, 480 Volt	6	EACH	\$475.00			\$2,850.00
625	Luminaire, Misc.: Square Roadway Type, As per plan	8	EACH	\$500.00			\$4,000.00
625	Trench, 0.6 m Deep	2,265	METER	\$10.60			\$24,009.00
625	Trench, 0.9 m Deep	154	METER	\$11.25			\$1,732.50
625	Pull Box, 713.08, 600 mm	26	EACH	\$590.00			\$15,340.00
625	Ground Rod	27	EACH	\$135.00			\$3,645.00
625	Structure Grounding System	1	EACH	\$1,475.00			\$1,475.00
625	Power Service, As Per Plan	5	EACH	\$3,500.00			\$17,500.00
625	Luminaire Removed	17	EACH	\$50.00			\$850.00
625	Service To Underpass Lighting	LUMP					\$3,600.00
625	High Voltage Test	LUMP					\$1,275.00
625	Lighting, Misc.: Bridge Lighting and Service	LUMP					\$69,000.00

631	Ballast, Type CMRI-100-480, Integral	2	EACH	\$125.00		\$250.00
631	Ballast, Type CMRI-175-480, Integral	8	EACH	\$145.00		\$1,160.00
631	Ballast, Type CMRI-250-480, Integral	2	EACH	\$210.00		\$420.00
631	Mercury Vapor Luminaire, Type TC-31.21 With 100 Watt Lamp	2	EACH	\$245.00		\$490.00
631	Mercury Vapor Luminaire, Type TC-31.21 With 175 Watt Lamp	8	EACH	\$250.00		\$2,000.00
631	Mercury Vapor Luminaire, Type TC-31.21 With 250 Watt Lamp	2	EACH	\$265.00		\$530.00
631	Removal of Luminaire and Disposal	12	EACH	\$10.00		\$120.00
<b>TOTAL LIGHTING</b>						
<b>\$346,236.50</b>						
<b>TRAFFIC CONTROL GENERAL SUMMARY</b>						
<b>ITEM</b>	<b>DESCRIPTION</b>	<b>QUANTITY</b>	<b>UNIT</b>	<b>UNIT COST</b>		<b>UNIT TOTAL</b>
632	Vehicular Signal Head, 3 Section, 200 mm Lens, 1-Way, Polycarbonate, As Per Plan	4	EACH	\$300.00		\$1,200.00
632	Vehicular Signal Head, 3 Section, 300 mm Lens, 1-Way, Polycarbonate, As Per Plan	32	EACH	\$415.00		\$13,280.00
632	Vehicular Signal Head, 5 Section, 300 mm Lens, 1-Way, Polycarbonate, As Per Plan	4	EACH	\$675.00		\$2,700.00
632	Pedestrian Singal Head, Type D2, As Per Plan	30	EACH	\$400.00		\$12,000.00
632	Pedestrian Pushbutton, As Per Plan	10	EACH	\$150.00		\$1,500.00
632	Detector Loop, As Per Plan	30	EACH	\$375.00		\$11,250.00
632	Messenger wire, 7 Strand, 8 mm Diameter with accessories, as per plan	599	METER	\$12.80		\$7,667.20
632	Signal Cable, 7 Conductor, No. 14 AWG, As Per Plan	2,414	METER	\$5.45		\$13,156.30
632	Signal Cable, 2 Conductor, No. 12 AWG, As Per Plan	120	METER	\$1.50		\$180.00
632	Interconnect cable, 12 conductor, No. 12 AWG	889	METER	\$5.10		\$4,533.90
632	Loop Detector Lead-in cable, As Per Plan	1,475	METER	\$4.10		\$6,047.50
632	Power cable, 2 conductor, No. 6 AWG, As Per Plan	120	EACH	\$4.25		\$510.00
632	Service Cable, 2 conductor, No. 6 AWG, As Per Plan	255	EACH	\$6.25		\$1,593.75
632	Power Service, As Per Plan	4	EACH	\$770.00		\$3,080.00
632	Signal Support, Misc., City Design No. 23065	1	EACH	\$1,400.00		\$1,400.00
632	Signal Support, Misc., City Design No. 33048	3	EACH	\$1,700.00		\$5,100.00
632	Signal Support, Misc., City Design No.36037	2	EACH	\$1,400.00		\$2,800.00
632	Signal Support, Misc., City Design NO. 38045	2	EACH	\$1,875.00		\$3,750.00

632	Signal Support, Misc.: City Design No. 52028	5	EACH	\$2,100.00		\$10,500.00
632	Combination Signal Support, Misc.: City Design No. 38045 w/light bracket	1	EACH	\$2,600.00		\$2,600.00
632	Combination Signal Support, Misc.: City Design No. 52028 w/light bracket	6	EACH	\$2,800.00		\$16,800.00
632	Combination Signal Support, Misc.: TC-12.30M, Design 9, W/Guide Sign	1	EACH	\$6,200.00		\$6,200.00
632	Pedestal, Misc.: City Design No. 1145	3	EACH	\$650.00		\$1,950.00
632	Pedestal Foundation, As Per Plan	3	EACH	\$675.00		\$2,025.00
632	Strain Pole Foundation, As Per Plan	21	EACH	\$1,685.00		\$35,385.00
632	Removal of Traffic signal installation, As Per Plan	4	EACH	\$975.00		\$3,900.00
633	Controller, Misc.: Signal Controller Cabinet and Control Equipment (Pole Mounted Type) Installation only	5	EACH	\$1,000.00		\$5,000.00
633	Controller Item, Misc.: Sectionalizer	6	EACH	\$500.00		\$3,000.00
644	Edge Line	1.19	KM	\$1,190.00		\$1,416.10
644	Lane Line	3.97	KM	\$575.00		\$2,282.75
644	Center Line	4.08	KM	\$2,490.00		\$10,159.20
644	Channelizing Line	2,088	METER	\$4.25		\$8,874.00
644	Stop Line	205	METER	\$18.90		\$3,874.50
644	Crosswalk Line	641	METER	\$8.00		\$5,128.00
644	Transverse Line	1,140	METER	\$14.25		\$16,245.00
644	Curb Marking	565	METER	\$5.75		\$3,248.75
644	Lane Arrow	78	EACH	\$77.00		\$6,006.00
644	Word on Pavement, 1800 mm	58	EACH	\$110.00		\$6,380.00
644	Dotted Line, 100 mm	35	METER	\$5.50		\$192.50
SPECIAL	Misc.: Artimis Controller Relocated	LUMP				\$10,000.00
626	Barrier Reflector, Type A	6	EACH	\$5.60		\$33.60
626	Barrier Reflector, Type B	26	EACH	\$5.75		\$149.50
621	Raised Pavement Marker	580	EACH	\$28.00		\$16,240.00
625	Glare Shield	15	EACH	\$175.00		\$2,625.00
625	Conduit, 51 mm, 713.07, as per plan	130	EACH	\$2.90		\$377.00
625	Conduit, 76 mm, 713.07, as per plan	1,887	EACH	\$3.90		\$7,359.30
625	Trench, 0.6 M Deep	532	EACH	\$3.25		\$1,729.00
625	Pull Box, 713.08, 450 mm, as per plan	14	EACH	\$590.00		\$8,260.00



625	Pull Box, 713.08, 600 mm, as per plan	8	EACH	\$640.00		\$5,120.00
625	Ground Rod	7	EACH	\$135.00		\$945.00
625	Ground Rod, as per plan	24	EACH	\$145.00		\$3,480.00
630	Concrete for anchor base foundation	28.00	CU.M.	\$665.00		\$18,620.00
630	Concrete for embedded foundation	4.00	CU.M.	\$490.00		\$1,960.00
630	Ground Mounted support, No. 2 Post	181	METER	\$15.75		\$2,850.75
630	Ground Mounted support, No. 3 Post	176	METER	\$18.75		\$3,300.00
630	Ground Mounted Support, W250 x 17.9 Beam	13	METER	\$35.25		\$458.25
630	One Way Support, No. 3 Post	21	METER	\$22.25		\$467.25
630	Breakaway Beam Connection	2	EACH	\$200.00		\$400.00
630	Overhead sign support, Type TC-12.30, Design 5	1	EACH	\$7,200.00		\$7,200.00
630	Overhead sign support, Type TC-12.30, Design 6	1	EACH	\$7,500.00		\$7,500.00
630	Overhead sign support, Type TC-12.30, Design 8	1	EACH	\$9,350.00		\$9,350.00
630	Overhead sign support, Type TC-12.30, Design 9	1	EACH	\$9,750.00		\$9,750.00
630	Overhead sign support, Type TC-12.30, Design 10	3	EACH	\$10,075.00		\$30,225.00
630	Sign Support Assembly, Pole Mounted	32	EACH	\$55.00		\$1,760.00
630	Sign Support Assembly, Pole Mounted, As Per Plan	9	EACH	\$65.00		\$585.00
630	Sign, Flat Sheet	35	SQ. M.	\$12.00		\$420.00
630	Sign, Flat Sheet, As Per Plan	4	SQ. M.	\$18.00		\$72.00
630	Sign, Flat Sheet, Type G	24	SQ. M.	\$14.00		\$336.00
630	Sign, Extrusheet, Type G	58	SQ. M.	\$16.50		\$957.00
630	Ground Mounted Beam Support Foundation	4	EACH	\$1,050.00		\$4,200.00
630	Rigid Overhead Sign Support Foundation	9	EACH	\$1,750.00		\$15,750.00
630	Removal of Ground Mounted Sign and Disposal	125	EACH	\$10.25		\$1,281.25
630	Removal of Ground Mounted Sign & Reerection	4	EACH	\$37.00		\$148.00
630	Removal of Ground Mounted Major Sign and Disposal	6	EACH	\$73.00		\$438.00
630	Removal of Ground Mounted Post Support and Disposal	87	EACH	\$11.50		\$1,000.50

630	Removal of Ground Mounted Beam Support and Disposal	2	EACH	\$115.00		\$230.00
630	Removal of Overhead Mounted Sign and Disposal	8	EACH	\$80.00		\$640.00
630	Removal of Pole Mounted Sign and Disposal	45	EACH	\$25.00		\$1,125.00
630	Removal of Overhead Sign Support and Disposal	5	EACH	\$750.00		\$3,750.00
630	Signage, Misc.: Reflectorized Sign, Including span mounted sign attachment, as per plan	22	EACH	\$150.00		\$3,300.00
631	Sign Service	8	EACH	\$250.00		\$2,000.00
631	Sign Wired	8	EACH	\$425.00		\$3,400.00
631	Disconnect Switch with Enclosure, Type X	8	EACH	\$675.00		\$5,400.00
631	Ballast, Type CMRI-100-240, Integral	12	EACH	\$150.00		\$1,800.00
631	Mercury Vapor Luminaire, Type TC-31.21M with 100 Watt Lamp	12	EACH	\$255.00		\$3,060.00
631	Removal of Luminaire and Disposal	8	EACH	\$19.00		\$152.00
631	Removal of Disconnect Switch and Disposal	5	EACH	\$26.00		\$130.00
631	Removal of Ballast and Disposal	8	EACH	\$9.75		\$78.00
631	Removal of Signs Wired	5	EACH	\$195.00		\$975.00
631	Removal of Sign Service and Disposal	5	EACH	\$75.00		\$375.00
631	Sign Lighting, Misc.: Internally Illuminated Sign, As Per Plan	2	EACH	\$175.00		\$350.00
	<b>Total Traffic Control</b>					<b>\$601,573.59</b>
	<b>Grand Total for Roadway (Excluding Bridge)</b>					<b>\$5,344,801.82</b>
	<b>Total Bridge Replacement</b>					<b>\$3,527,808.24</b>
	<b>Total Water Works</b>					<b>\$600,000.00</b>
	<b>Total Landscaping (100% Locally Funded)</b>					<b>\$286,705.00</b>
	<b>Grand Total Project</b>					<b>\$9,769,315.06</b>
	<b>Less Landscaping Costs</b>					<b>(\$296,705.00)</b>

Engineer's Construction Cost Estimate					
HAM-04-4.000					
CAST-IN-PLACE STRUCTURE					
ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	UNIT TOTAL
Existing Structure Removal over Traffic					
202	Sidewalk and Deck Superstructure Concrete	422.0	CU. METER.	\$320.00	\$135,040.00
202	Cap and Column Piers	124.0	CU. METER.	\$200.00	\$24,800.00
202	Partial Removal of Abutment Backwall and Wingwalls Down to Bearing Seat Elevation	64.0	CU. METER.	\$200.00	\$12,800.00
202	Structural Steel	219,910.0	KILOGRAM	\$0.70	\$153,937.00
	12 W36x150 Beams (228'-0" Long) w/ Welded Beam Splices @ Piers ~ 164 Intermediate & 20 End Dam Crossframes				
202	Aluminum Railing	138.0	METER	\$11.50	\$1,587.00
202	6" Riprap Concrete Slab at Abutments (797 Sq. Yd.)	100.0	CU. METER.	\$100.00	\$10,000.00
	Proposed Structure				\$338,164.00
503	Cofferdams, Cribbs and Sheeling	LUMP			\$65,000.00
503	Unclassified Excavation	4,261.0	CU. METER.	\$23.43	\$99,835.23
511	Class S Concrete, Superstructure	457.2	CU. METER.	\$410.00	\$187,452.00
511	Class C Concrete, Abutment Not Including Footing, as per plan	1,483.0	CU. METER.	\$400.00	\$593,200.00
511	Class C Concrete, Footing	1,217.3	CU. METER.	\$340.00	\$413,882.00
512	Type B Waterproofing	25.9	SQ. METER.	\$34.02	\$881.12
SPECIAL	Sealing of Concrete Surface (Epoxy-Urethane)	1,508.7	SQ. METER.	\$15.86	\$23,927.98
SPECIAL	Treating concrete deck with HMMW resin	81.6	SQ. METER.	\$16.86	\$1,375.78
513	Structural Steel, A572-50 AISC Category III	425,269.0	KILOGRAM	\$2.30	\$978,118.70
513	Structural Steel, Misc.: Galvanized Precast Tower Structure	21,099.0	KILOGRAM	\$2.50	\$52,747.50
513	Welded Stud Shear Connector	4,270.0	EACH	\$1.90	\$8,113.00
514	Field Painting of New Steel, System IZEU (Structural Steel)	425,269.0	KILOGRAM	\$0.20	\$85,053.80
516	Structural Expansion Joint Including Elastomeric Strip Seal	84.6	METER	\$600.00	\$50,760.00
516	13 mm Performed Expansion Joint Filler	27.9	SQ. METER	\$24.00	\$669.60
516	25 mm Performed Expansion Joint Filler	7.0	SQ. METER	\$25.00	\$175.00





# City of Cincinnati



Department of Public Works  
Division of Engineering

September 17, 1999

Mr. Lawrence Bicking, Director  
Ohio Public Works Commission  
65 East State Street, Suite 312  
Columbus, Ohio 43215

Room 445, City Hall  
801 Plum Street  
Cincinnati, Ohio 45202

Joseph S. Charlton  
*Acting Director*

Prem Garg, P.E.  
*City Engineer*

Robert H. Richardson, AIA  
*City Architect*

RE: Status of Funds for Local Share of 2000 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2000 SCIP/LTIP Projects (Round 14 Funding) are recommended by the City Manager for funding in the City's 2000 Capital Improvement Program:

**STREET REHABILITATION PROJECTS**

Madison Road (Observatory Avenue to Edwards Road)  
North Bend Road (Argus Road to Hamilton Avenue)  
Quebec Road (Glenway Avenue to Queen City Avenue)  
State Avenue (Queen City Avenue to West Eighth Street)  
Vine Street (McMicken Avenue to Taft Road/Calhoun Street)  
Corbly Road/Sutton Road (Corporation Line to Corporation Line)  
Glenway Avenue (West Eighth Street to Wing Street)  
Langdon Farm Road (Montgomery Road to Wiehe Road)  
West Eighth Street (Nebraska Avenue to Enright Avenue)  
Westwood Northern Boulevard (Montana Avenue to Corporation Line)

**STREET IMPROVEMENT PROJECTS**

Hopple Street (Meeker Street to I-75)  
ML King (Woodside Place to Vine Street)  
Paddock Road/I-75 Interchange Improvements  
Robertson Avenue/Millsbrae Avenue Safety Improvement  
Gobel Road (Westwood Northern Boulevard to Bracken Woods Lane)

September 17, 1999

Re: Status of Funds for Local Share of 2000 SCIP/LTIP Project Grants

Page -- 2

**STREET RECONSTRUCTION PROJECTS**

Red Bank Road Reconstruction (Woodford Road to Zinzle Avenue)

St. Lawrence Avenue/Rutledge Avenue Reconstruction

Beekman Street "S-curve" Reconstruction

**LANDSLIDE CORRECTION PROJECT**

Lehman Road (Summit View Apartments to State Avenue)

**BRIDGE REPLACEMENT PROJECTS**

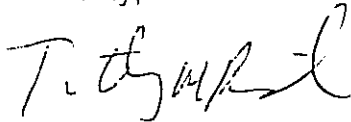
Erie Avenue Bridge over NW Railroad

Powers Street Bridge over West Fork Channel

The matching funds for these projects are coming from Street Improvement Bonds.

If you have any questions or need additional information, please contact me at 513-352-3731.

Sincerely,

A handwritten signature in black ink, appearing to read "Timothy H. Riordan". The signature is fluid and cursive, with the first name "Timothy" being more prominent.

Timothy H. Riordan  
Director of Finance

THR/PG/BHP/RHC/mcc

# VICINITY MAP: PADDOCK ROAD STREET IMPROVEMENT





## CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Paddock Road/I-75 Interchange Improvements project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.



Stephen I. Niemeier, P.E.  
Supervising Engineer



PADDOCK ROAD STREET IMPROVEMENTS  
Status of Right-of-Way Acquisition  
September 1999

IAMS has donated 3 of the parcels for the project.

The City of Cincinnati received authorization from ODOT to begin acquisition on the remaining 9 parcels. Acquisition will be complete by April 1, 2000.

These parcels are permanent highway easements and temporary construction easements. No structures or relocation are involved.

Right-of-way is being acquired with 100% local funds.

SPN: 3100456      Bridge Number: HAM 00004 0266      Year Built: 58/  
 Dist: 08    Main: 322-STEEL/BEAM/CONT      Feat: I75  
 Serv: 61    Appr: NNN-NONE/NONE/NONE      Muni: CINCINNATI      On/Und: 1

DECK					THCK= 1.2	
1. Floor	1-CONC	3	2. Wearing Surf	2-CONCRETE	2	
3. Curbs,Wlk	1-CONC/	2	4. Median			
5. Railing	1-CONC	2	6. Drainage	4-SCPRS	4	
7. Expn Joints	8-STRIP	2	8. SUMMARY		6	
SUPERSTRUCTURE      MAX SPAN= 60				1-STL		
9. Alignment	TOT.LGTH= 231	1	10. Beams/Girders/Slab		1	
11. Diaphragms or Crossframes		2	12. Joists/Stringers			
13. Floor Beams			14. Floor Beam Connections			
15. Verticals			16. Diagonals			
17. End Posts			18. Top Chord			
19. Lower Chord			20. Lower Lateral Bracing			
21. Top Lateral Bracing			22. Sway Bracing			
23. Portals			24. Bearing Devices	2-RCKRS	2	
25. Arch			26. Arch Columns or Hangers			
27. Spandrel Walls			28. Paint	TYPE: 4    YEAR=1977	3	
29. Pins/Hangers/Hinges			30. Fatigue Prone Connections		1	
31. Live Load Response		S	32. SUMMARY		6	
SUBSTRUCTURE			SPANS= 4    PIERS= 3			
33. Abutments	2-CONC	2	34. Abutment Seats		2	
35. Piers	2-CONC	2	36. Pier Seats		2	
37. Backwalls		2	38. Wingwalls		1	
39. Fenders and Dolphins			40. Scour			
41. Slope Protection		2	42. SUMMARY		6	
CULVERTS						
43. General			44. Alignment			
45. Shape			46. Seams			
47. Headwalls or Endwalls			48. Scour			
49.			50. SUMMARY			
CHANNEL						
51. Alignment			52. Protection	X		
53. Waterway Adequacy			54. SUMMARY			
APPROACHES						
55. Pavement	2-ASPLT	3	56. Approach Slabs		3	
57. Guardrail	N-NONE		58. Relief Joints			
59. Embankment	BRDG.WIDTH= 60	2	60. SUMMARY	PCT.LEGAL=150	5	
GENERAL      MVC ON=9999				MAINT.RESP: 1-ODOT		
61. Navigation Lights			62. Warning Signs			
63. Sign Supports			64. Utilities		2	
65. Vert Clr	MVC UND=1408	1	66. Gen. Appr & Oper St	6	A	

Inspected By: CDM      R T G R P R W E      Reviewed By: SCS PE  
 Date: 09/28/98      Survey: 0 0 0 0 1 N N N      Date: 10/20/98

SFN: 3100456      Bridge Number: HAM 00004 0266      Year Built: 58/  
Dist: 08    Main: 322-STEEL/BEAM/CONT      Feat: I75  
Serv: 61    Appr: NNN-NONE/NONE/NONE      Muni: CINCINNATI      On/Und: 1

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DECK:

1. DISCOLORATION, DAMPNESS, EFFLOR., RANDOM CRACKING, AT ALL AREAS, LOTS OF DISCOLORATION AND 6"-8" STALACTITES IN SPAN 1 BEAM LINES 7 THRU 9. 2. LONGITUDINAL CRACKING FULL LENGTH, RANDOM AND TRANSVERSE CRACKING, 20 SF BROKEN OUT AREA IN SPAN 1. 3. MINOR CRACKS AND APPROACH SETTLEMENT AT ALL 4 CORNERS. 5. MINOR VERTICAL CRACKS, POPOUTS, AND MINOR UNSOUNDNESS. 6. CATCH BASINS/SCUPPERS COMPLETELY CLOGGED WITH DOWNSPOUTS RUSTED THROUGH. 7. DIRT AND DEBRIS IN JOINT.

---

SUPERSTRUCTURE:

11. (2) DAMAGED OVER S.B. RDWY. END X-FRAMES HAVE SURFACE RUST AND SOME LOS. 28. 25% RUST, PEELING, FADED, SEE PHOTOS. 31. IMPACT CAUSED BY APPROACHES. (APPR. SETTLEMENT) 24. 75 DEGREES, SOME SHOWING EXCESSIVE TILT, MINOR L.O.S..

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SUBSTRUCTURE:

33/34. VERTICAL CRACKS WITH SOME EXTENDING INTO SEAT AREAS. 35/36. MINOR CRACKING, POPOUTS WITH SEVERAL CRACKS INTO SEAT AREA. 37. MINOR AREAS OF UNSOUNDNESS, VERTICAL/HORIZONTAL/ AND RANDOM CRACKING, SOME WITH EFFLOR. 41. EROSION AROUND EDGES, MINOR CRACKING AND SLIGHT SETTLEMENT.

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APPROACHES:

55. BASE FAILURE-CRACKS-MAJOR SETTLEMENT-PATCHES. (SEE PHOTOS) 56. MAJOR SETTLEMENT WITH DIPS AT FWD. & REAR. (ALLOWING IMPACT). SEE PHOTOS. 59. APPROACH SETTLEMENT.

---

GENERAL:

64=(1)-LIGHT POLE ON STRUCTURE (TIMBER POLE)

**IAMS RESEARCH & BUSINESS PARK  
NOTES TO FILE**

FROM: Pat King

RE: Employment As of 6/4/99

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IAMS Research & Business Park Employment = 590

IAMS Institute

WULCO

U.S. Food & Drug Admin./Forensic Lab

General Electric

Givaudan Roure @ 240 jobs

[will increase to 300 by 8/1]

**TOTAL**

---	<u>60</u>
<b>590</b>	<b>60</b>

New Tenants Anticipated by 12/99 =

Current	3 years
---------	---------

Cincinnati Bell Supply

68	3
----	---

H.R.B., Inc.

23	3
----	---

Modern Machinery [yr. 2000]

<u>14</u>	<u>3</u>
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**TOTAL**

<b>105</b>	<b>9</b>
------------	----------

10/27/97  
[n:\factsheet.wpd]

## **IAMS BUSINESS AND RESEARCH PARK PROJECT UPDATE**

### **1. FDA FORENSIC CHEMISTRY CENTER & CINTL. DISTRICT OFFICE**

**WHO:** Walsh, Higgins & Company is a principal partner and developer of the U.S. Food and Drug Administration's (FDA) Forensic Chemistry Center and Cincinnati District Office.

FDA will relocate their Central Avenue facility to the IAMS Business and Research Park.

**WHAT:** Walsh, Higgins & Company is constructing a \$14.0 million facility containing 64,000 sf laboratory and office building under a build-to-suit for lease contract awarded by the U.S. General Services Administration. The ground breaking was held on October 16, 1997 and construction should be completed in early 1998. The building, located on Paddock Road and south of the GE facility, will house 150 employees.

**HOW:** The City of Cincinnati and State of Ohio amended enabling legislation for the IAMS Business and Research Park in order for this project to move forward. No City or State financial subsidies were awarded.

### **2. GIVAUDAN ROURE FLAVORS CORPORATION**

**WHO:** Givaudan Roure Flavors Corporation (formerly Tastemaker Corporation)

Company manufactures and sells flavor compounds, citrus specialties, and processed flavors for the food and beverage industries.

**WHAT:** Considering constructing an 81,000 sf laboratory expansion and relocating its corporate headquarters from New Jersey to Cincinnati. Expansion will be constructed adjacent to its existing facility on the southwest corner of Seymour Avenue and Paddock Road. Construction, which should be completed in 1998, is estimated to cost approximately \$11.0 million. If approved, the company will invest an additional \$1.0 million in furniture, fixtures & equipment (FF&E). Project will retain 450 jobs at the Carthage liquid plant and the IAMS facility; transfer 12 jobs from New Jersey and create an additional 26 jobs over 3 years.

**HOW:**

1. State of Ohio Job Creation Tax Credit of 55% for 10 year term approved by Ohio Tax Credit Authority on September 22, 1997.

2. On October 15, 1997 an Enterprise Zone Agreement will be submitted to City Council requesting approval of a 100% tax abatement for improvements to property and investments in new personal property for 10 year term. City Council's review is on hold pending the School Board's approval of the tax abatement. The Enterprise Zone Agreement will require the company to enter into an agreement with the Cincinnati Board of Education to reimburse them for tax revenues lost (approximately 59%). Therefore, the effective percentage rate of tax abatement is 41%.
3. A Job creation Tax Credit Agreement, providing a income tax credit of 50% for a 10 year term will also be submitted to City Council for approval in November 1997. The tax credit will enable the company to save up to 50% of the 2.1% earnings tax on its new employees. The tax credit will be non-refundable and can be carried forward for up to 3 years.

### 3. WULCO, INC.

WHO: Wulco, Inc. and the Wulfeck Family Partnership

Company specializes in precision machining, prototyping, fabrication and tooling and rebuilding of components of machine tools.

WHAT: Constructing an 85,000-90,000 sf manufacturing and distribution facility at southeast corner of Seymour Avenue and Paddock Road. Construction, which should be completed by March, 1998, is estimated to cost \$3.0 million. Owners will invest an additional \$300,000 in furniture, fixtures & equipment (FF&E). Project will retain 63 jobs, transfer 32 jobs from Kentucky and create an additional 26 jobs over 3 years.

#### HOW:

1. State of Ohio Job Creation Tax Credit of 60% for 10 year term approved by Ohio Tax Credit Authority on June 23, 1997.
2. On June 11, 1997 City Council approved an Enterprise Zone Agreement which provides a 100% tax abatement for improvements to property and investments in new personal property for 10 year term. The Enterprise Zone Agreement required Wulco to enter into an agreement with the Cincinnati Board of Education to reimburse them for tax revenues lost (approximately 59%). Therefore, the effective percentage rate of tax abatement is 41%.
3. A Job Creation Tax Credit Agreement, providing a income tax credit of 50% for a 10 year term will be submitted to City Council for approval in November 1997. The tax Credit will allow Wulco to save up to 50% of the 2.1% earnings tax on its new employees. Wulco can carry the non-refundable tax credit forward for up to 3 years.

PMK:pmk

# City of Cincinnati

## **BENEFITS OF LOCATING IN THE IAMS BUSINESS AND RESEARCH PARK**

### **The City of Cincinnati is centrally located in the region**

- Cincinnati is centrally located and is the physical and business center of the region.
- Cincinnati is the hub of the regional interstate system, providing direct access to major transportation arteries with multiple back-up routes.
- Cincinnati provides the most extensive system of public transit in the region.
- Cincinnati provides the best access to a varied semi-skilled, part-time and full-time labor force.

### **IAMS Park offers a Cincinnati site that meets all of a company's location needs**

- Located in the center of the geographic area, the neighborhood is clean, safe, and contains a mix of residential, institutional, commercial, and industrial uses.
- Has direct access to Interstate 75 and is within close proximity to Interstates 71, 74, 275, and the Ronald Reagan (Cross County) Highway. Interstate 74 begins and ends in the City of Cincinnati.
- Vacant with 52 acres available for immediate construction.
- Zoned properly for commercial redevelopment.
- Has all city utilities including sewer, water, natural gas, and electricity. Police and fire protection are provided by the City of Cincinnati.
- Has access to a skilled and unskilled labor force. The city of Cincinnati is home to five colleges and universities and IAMS Park is within easy commuting distance to each of them.
- Competitive cost.

### **IAMS Park offers benefits to the company and its employees**

- A major urban metropolitan complex which is easily accessible to commercial, retail and entertainment amenities.
- Directly served by Cincinnati METRO bus route 78, making commuting easy for employees. This bus route connects employees to METRO's central bus hub, located in downtown Cincinnati, which can transport them anywhere in the Greater Cincinnati area.



# City of Cincinnati

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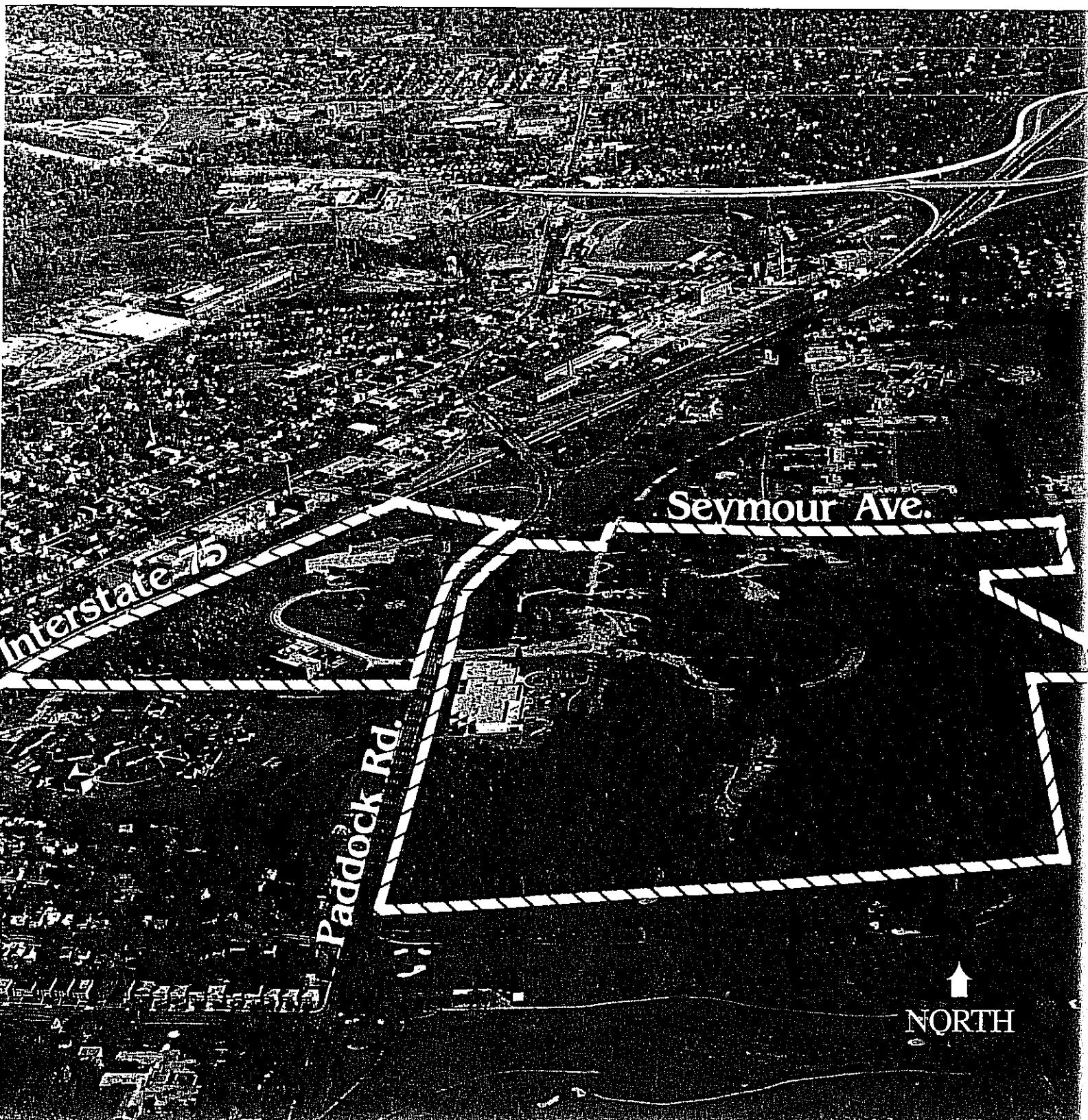
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IAMS  
Research Park  
Aerial View

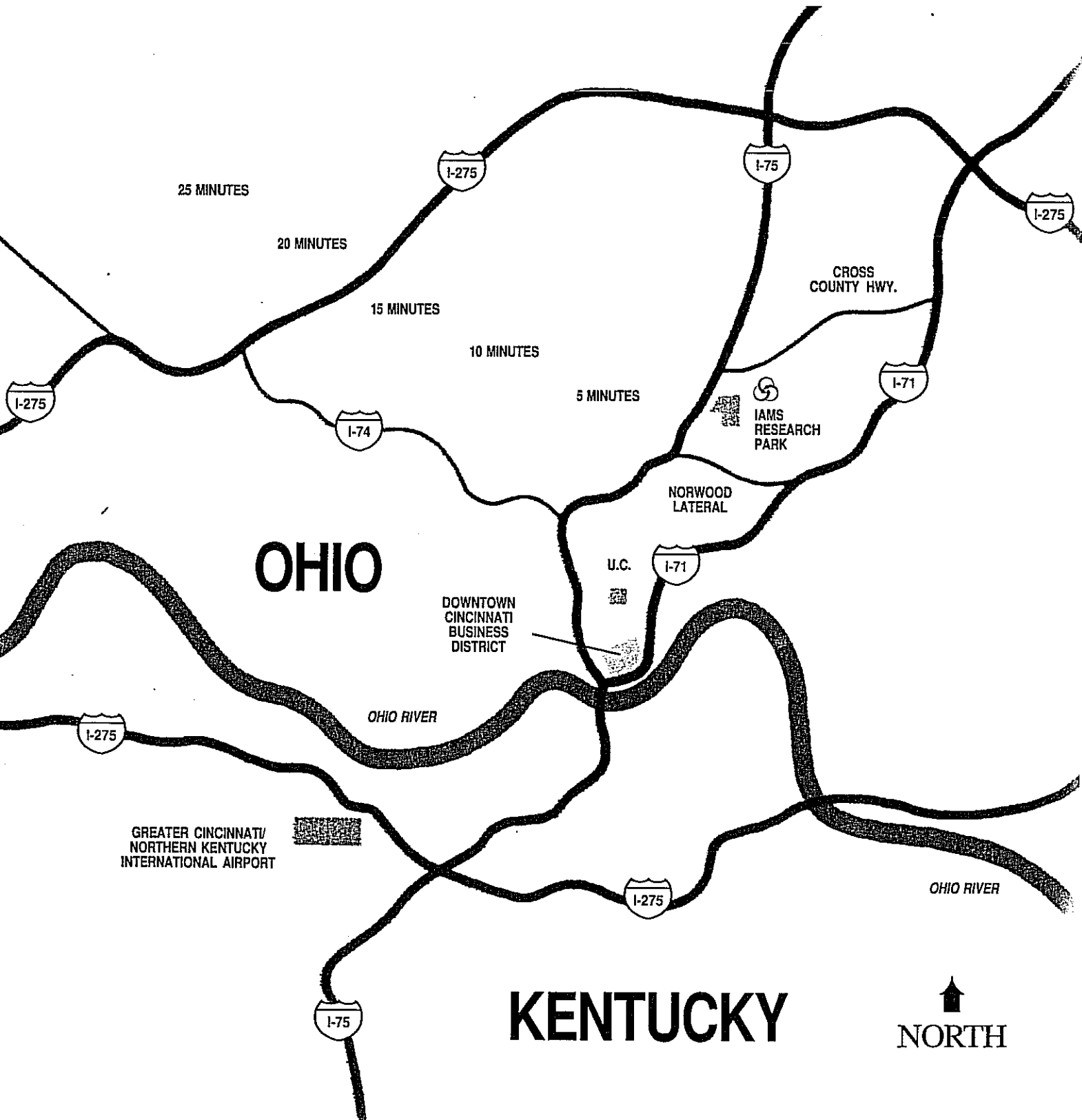
The 143 acre IAMS Research Park is comfortably nestled  
in a heavily wooded, park-like setting within the heart of  
Cincinnati's urban complex.





IAMS  
Research Park  
Location Map

The convenient location of the IAMS Research Park  
affords easy access within minutes to key locations in  
the Greater Cincinnati/Northern Kentucky area.





# IAMS Research Park Service Areas

## RESTAURANTS

Iron Horse Inn  
Grand Falls  
Wendy's  
Burger King  
Track Inn  
LaFrance  
Red Dog Saloon

## LODGING

Ervey Inn  
Hampden Inn  
Holiday Inn  
Howard Johnson  
LaQuinta  
Marion  
Ramada  
Red Roof Inn  
Signature Inn

## RESTAURANTS

Duckson's  
Cafe Dynasty  
Bus Glider  
Fotore Rocks  
Brasserie  
Red Lobster  
Ponderosa  
Park's  
LaRosa's  
Jazz  
Fry's  
Arby's  
Burger King

## LODGING

Captain's  
Hards  
McDonald's  
Pizza Hut  
Rudy's  
Sano Hall  
Wendy's

## LODGING

Carrouse Inn  
Quality Inn  
BANKS  
Avalon  
Bart's  
Carter's  
First Trip Bank  
Providence  
Star Bank

## DRUGS

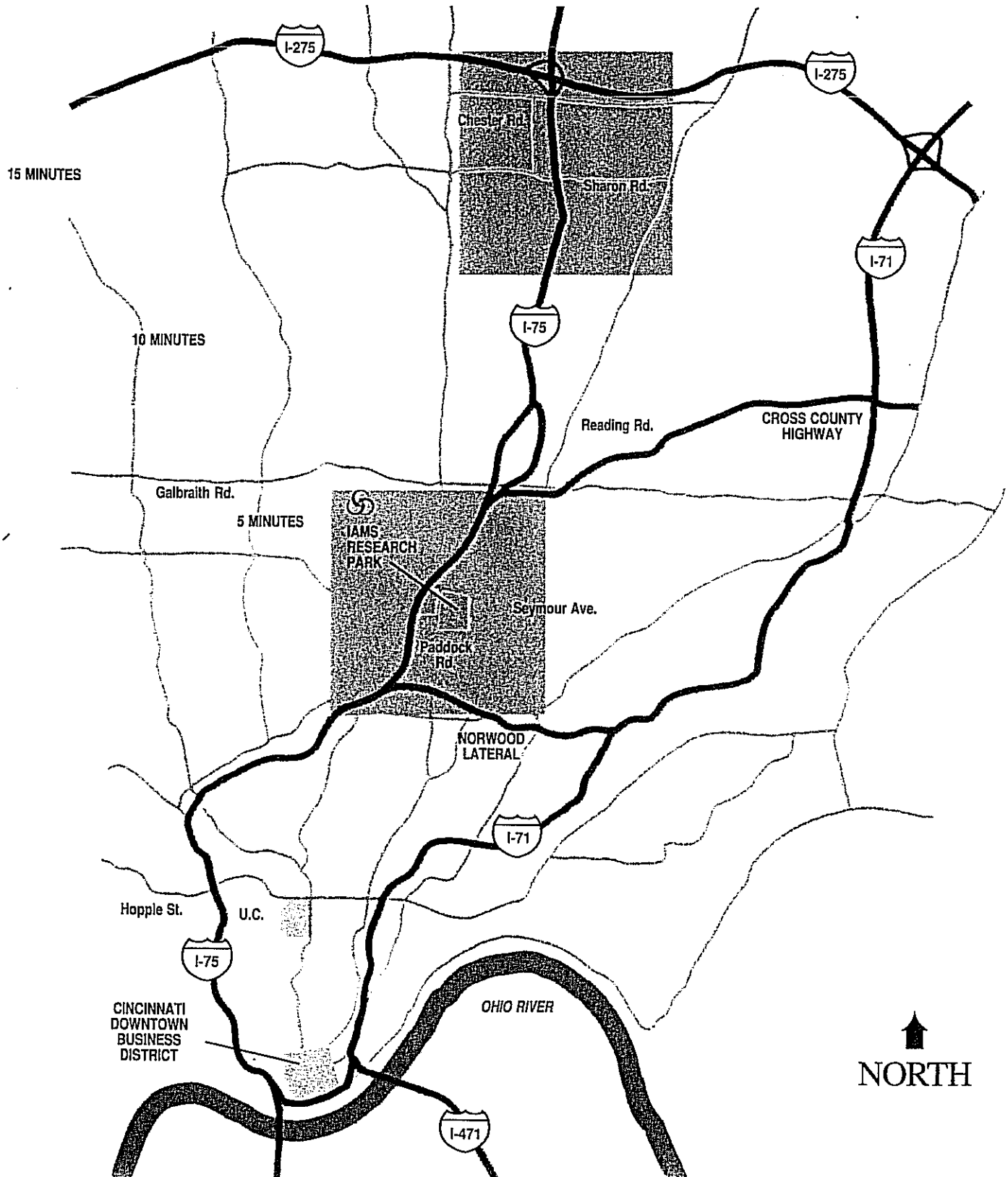
SuperX  
Walgreens

## RESTAURANTS

Chester's  
Crockett's  
Mike's  
LaMonte's  
Matschke  
Pigskin  
Montgomery Inn  
at the Seashore  
Orleans  
Prima Vista  
The Waterfront

## LODGING

Cincinnati  
Clarion  
Embassy Suites  
Hyatt  
Omni Netherland  
Papa  
Westin  
The Phoenix



Approved 7/30/99

**CPC ITEM 6****Honorable City Planning Commission  
Cincinnati, Ohio**

July 30, 1999

**SUBJECT:** A report and recommendation on a Plat of Subdivision for I.A.M.S. Research Park East Subdivision, Phase IV located at Paddock Road and Seymour Avenue in Bond Hill.

A Plat of Subdivision for I.A.M.S. Research Park East Subdivision, Phase IV was prepared by Woolpert LLP on behalf of the Institute of Advanced Manufacturing Science, Inc. and other owners. The plat was reviewed and approved by all agencies.

**BACKGROUND:**

This subdivision is a continuation of previous phases of the I.A.M.S. development in Bond Hill. The present plat involves lots created in previous phases as well as the subdivision of new lots. The total area of this subdivision is 108 plus acres including streets and is zoned the R-2(T) Transition District. The I.A.M.S. Part II East Section, Urban Renewal Plan serves as the Transition District Guidelines for the R-2(T) District. A Subdivision Improvement Plan (SIP) for the extension of Steger Drive south of Edison Drive was approved by the City Planning Commission on May 16, 1997.

**SUBDIVISION:**

The scope of the subdivision has expanded beyond Lot 3 as contained in the SIP. I.A.M.S. has acquired the former Longview Chapel property (Lot 7) from the State of Ohio. They have also sold several lots which will be discussed below. The City has also requested additional street dedication strips on Paddock Road and Seymour Avenue to improve traffic circulation adjacent to the subdivision. The lots and street dedications are as follows:

- Lot 1 - The FDA site from which Paddock Road dedication (P-1) is necessary.
- Lot 2 - The General Electric site from which a strip for Paddock Road (P-2) is needed and a portion of Steger Drive is dedicated as public street.
- Lot 3 - Stormwater detention is handled on this lot.
- Lot 4 - A development lot owned by I.A.M.S.
- Lot 5 - A development lot owned by Warm Bros.
- Lot 6 - The Wolco, Inc. site
- Lot 7 - An expansion site owned by Wolco, Inc.
- Lot 8 - A development lot owned by Duke-Weeks Realty Corp.
- Lot 9 - A development lot owned by I.A.M.S.
- Lot F - 48 acres of future development owned by I.A.M.S.
- Steger Drive - Balance of Steger Drive dedicated by I.A.M.S.
- Paddock Road - A strip of land (P-3) adjacent to Lot 4 dedicated by I.A.M.S. for street widening.
- Paddock Road/Seymour - A strip of land adjacent to Lot 7 for widening both streets owned by the City of Cincinnati.

## Plat of Subdivision

I.A.M.S. Research Park East Subdivision, Phase IV

Page 2

In addition, the plat dedicates new storm sewer easements to access the detention area on Lot 3 and vacates previous detention areas and storm sewer easements to free up land for future development on Lot F.

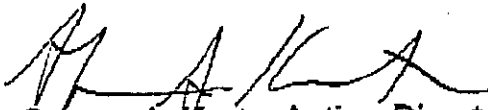
**RECOMMENDATION:**

The staff of the City Planning Department recommends the City Planning Commission take the following action:


Approve the Plat of Subdivision for I.A.M.S. Research Park East Subdivision, Phase IV for the reasons that the Plat conforms to the Subdivision Regulations and has the approval of all reviewing agencies.

APPROVED:

Respectfully submitted,



Steven A. Kurtz, Acting Director  
City Planning Department



Edward J. Mangold  
City Planner

SAK:EJM:sml

Streets: (E-W) SEYMOUR AVENUE (N-S) PADDOCK RD (S.R. 4)  
Analyst: KZF JGW File Name: SEYP95.HC9  
Area Type: Other 4-23-96 PM PEAK  
Comment: SEYP95 4027.00 Warrant Analyses (1995 Proj.-Opening Day)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	2	1	2	<	2	2	<
Volumes	135	135	45	130	170	530	10	580	145	385	250	135
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vols			10			50			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations											
Phase Combination	1	2	3	4	5	6	7	8			
EB Left	*	*			NB Left	*					
Thru		*			Thru	*					
Right		*			Right	*					
Peds					Peds	*					
WB Left	*	*			SB Left	*					
Thru		*			Thru	*	*				
Right		*			Right	*	*				
Peds					Peds	*	*				
NB Right					EB Right						
SB Right					WB Right	*					
Green	7.0A	9.0A			Green	16.0A	30.0P				
Yellow/AR	4.0	5.0			Yellow/AR	4.0	5.0				
Cycle Length: 80 secs Phase combination order: #1 #2 #5 #6											

Intersection Performance Summary									
	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS
EB	L	295	1660	0.508	0.237	18.9	C	22.0	C
	TR	465	3385	0.425	0.138	24.4	C		
WB	L	295	1660	0.488	0.237	18.6	C	17.3	C
	T	481	3495	0.412	0.138	24.3	C		
	R	1151	2971	0.523	0.387	14.7	B		
NB	L	260	649	0.042	0.400	11.1	B	15.2	C
	TR	1356	3390	0.623	0.400	15.2	C		
SB	L	706	3320	0.625	0.213	23.0	C	12.3	B
	TR	2153	3312	0.209	0.650	1.9	A		

Intersection Delay = 15.8 sec/veh Intersection LOS = C  
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.611

=====  
Streets: (E-W) RAMP D/SUMMIT ROAD (N-S) PADDOCK RD (S.R. 4)  
Analyst: KZF JGW File Name: SUMP95.HC9  
Area Type: Other 10-5-95 PM PEAK  
Comment: SUMP95 4027.00 Warrant Analyses (1995 Proj.-Opening Day)  
=====

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1		2	3	<		1	3	
Volumes	310	220	160	80		555	1125	115		165	530	
Lane Width	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0	
RTOR Vols			75			0			0			0
Lost Time	3.00	3.00	3.00	3.00		3.00	3.00	3.00		3.00	3.00	

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left		*		
Thru	*				Thru		*		
Right	*				Right		*		
Peds					Peds		*		
WB Left		*			SB Left	*			
Thru		*			Thru	*	*		
Right		*			Right	*	*		
Peds					Peds	*	*		
NB Right					EB Right				
SB Right					WB Right	*			
Green	11.0A	9.0A			Green	16.0A	25.0P		
Yellow/AR	5.0	5.0			Yellow/AR	4.0	5.0		
Cycle Length:	80 secs	Phase combination order: #1 #2 #5 #6							

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
	Mvmnts	Cap	Flow	Ratio	Ratio			Delay	LOS
EB	L	540	3320	0.656	0.162	25.9	D	24.6	C
	T	568	3495	0.451	0.162	23.4	C		
	R	241	1485	0.394	0.162	23.3	C		
WB	L	228	1660	0.390	0.138	24.5	C	16.6	C
	R	1151	2971	0.605	0.387	15.6	C		
NB	TR	1746	5172	0.868	0.338	20.8	C	20.8	C
SB	L	353	1660	0.519	0.213	22.3	C	7.7	B
	T	3080	5243	0.210	0.587	3.6	A		

Intersection Delay = 17.8 sec/veh Intersection LOS = C  
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.715  
=====



Streets: (E-W) RAMPS B & C (N-S) PADDOCK RD (S.R. 4)  
Analyst: KZF JGW File Name: RMPBP95.HC9  
Area Type: Other 10-5-95 PM PEAK  
Comment: RMPBP15 4027.00 Warrant Analyses (1995 Proj.-Opening Day)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes				2		1	1	3		3		1
Volumes				340		305	500	890		535		320
Lane Width				12.0		12.0	12.0	12.0		12.0		12.0
RTOR Vols						165			0			100
Lost Time				3.00		3.00	3.00	3.00		3.00		3.00

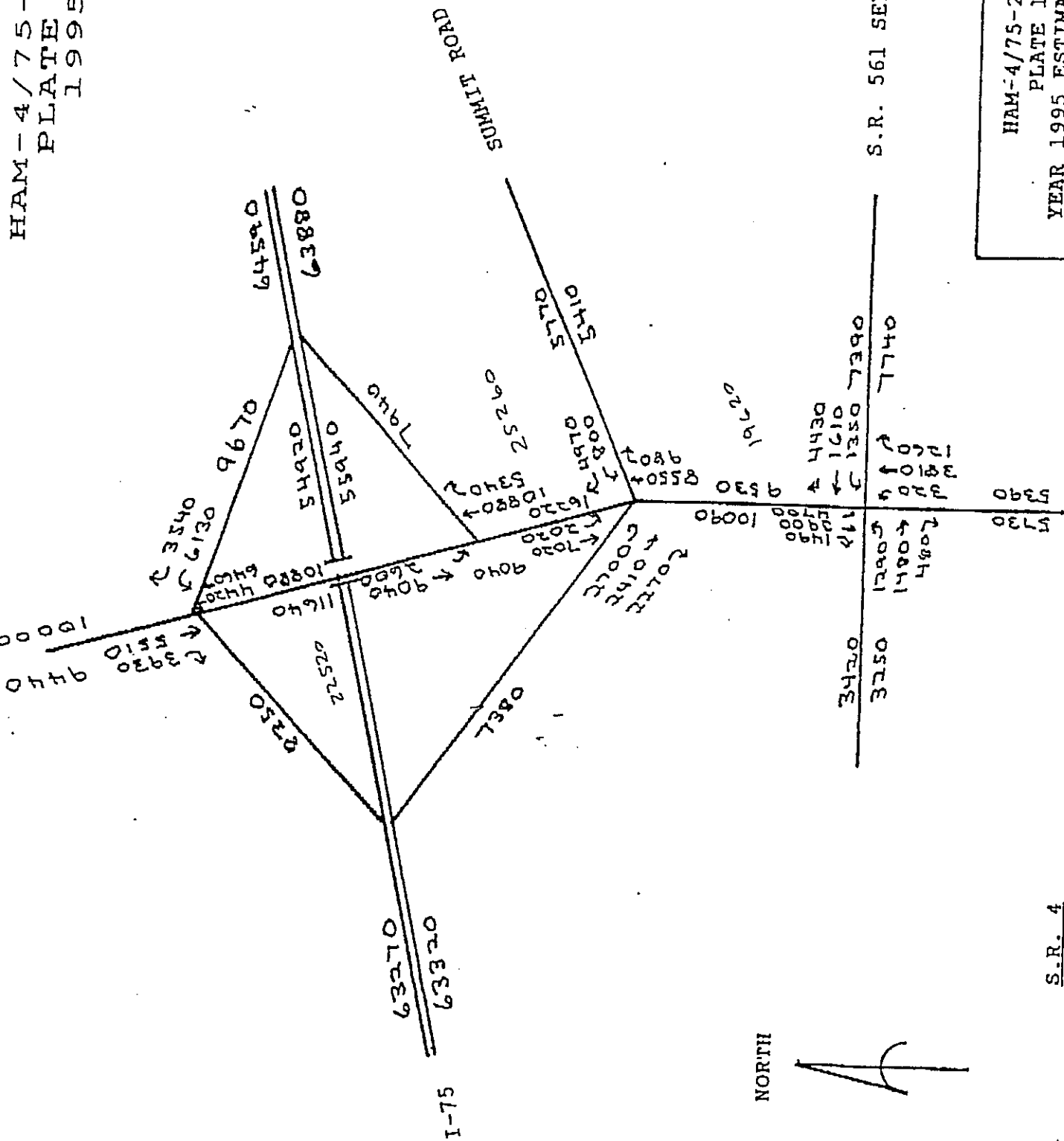
Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					*			
Thru					*	*		
Right								
Peds					*	*		
WB Left		*				*		
Thru		*				*		
Right		*				*		
Peds						*		
NB Right								
SB Right								
Green	16.0A				31.0A	19.0P		
Yellow/AR	5.0				4.0	5.0		
Cycle Length:	80 secs	Phase combination order: #1 #5 #6						

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:
Mvmts	Cap	Flow	Ratio	Ratio			Delay LOS
WB L	747	3320	0.521	0.225	21.2	C	21.2 C
R	334	1485	0.467	0.225	21.2	C	
NB L	664	1660	0.837	0.400	22.9	C	8.3 B
T	3670	5243	0.296	0.700	0.9	A	
SB T	1376	5243	0.474	0.262	19.1	C	19.9 C
R	390	1485	0.629	0.262	22.1	C	

Intersection Delay = 14.0 sec/veh Intersection LOS = B  
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.695



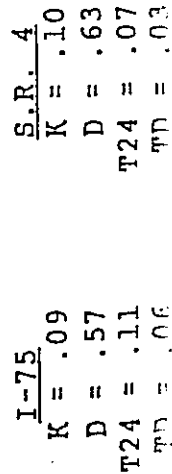
NORTH



I-75  
 K = .09  
 D = .57  
 T24 = .11  
 TD = .06

S.R. 4 Paddock Road

HAM-4/75-2.49/9.45  
 PLATE 1 OF 2  
 YEAR 1995 ESTIMATED ADT VOLUMES  
 OHIO DEPARTMENT OF TRANSPORTATION  
 BUREAU OF TECHNICAL SERVICES



DELETED 11/2/02  
NOT TO BE REPRODUCED

KZF Incorporated

Streets: (E-W) SEYMOUR AVENUE

(N-S) PADDOCK RD (S.R. 4)

Analyst: KZF JGW

File Name: SEYA15.HC9

Area Type: Other

10-5-95 AM PEAK

Comment: SEYA15 4027.00 (With TRANSYT 7F Analyses) PID #6525

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	2	1	2	<	2	2	<
Volumes	135	215	50	160	150	450	15	360	80	475	610	200
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vols			0			150			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

## Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	*	*						
	Thru		*						
	Right		*						
	Peds						*		
WB	Left		*	*					
	Thru			*					
	Right			*					
	Peds						*		
NB	Right								
SB	Right								
	Left					*			
	Thru					*			
	Right					*			
	Peds						*		
Green		7.0A	10.0A			16.0A	24.0P		
Yellow/AR		4.0	5.0			4.0	5.0		
Cycle Length:	75 secs	Phase combination order: #1 #2 #5 #6							

## Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
								Delay	LOS
EB	L	347	1660	0.432	0.253	15.7	C	20.8	C
	TR	543	3396	0.571	0.160	23.2	C		
WB	L	278	1660	0.640	0.253	19.0	C	15.3	C
	T	559	3495	0.313	0.160	21.3	C		
	R	1268	2971	0.297	0.427	10.8	B		
NB	L	96	269	0.177	0.347	13.1	B	14.5	B
	TR	1179	3400	0.435	0.347	14.5	B		
SB	L	753	3320	0.723	0.227	22.8	C	12.1	B
	TR	2064	3366	0.458	0.613	6.0	B		

Intersection Delay = 14.5 sec/veh Intersection LOS = B  
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.610

KZF Incorporated

Streets: (E-W) RAMP D/SUMMIT ROAD

(N-S) PADDOCK RD (S.R. 4)

Analyst: KZF JGW

File Name: SUMA15.HC9

Area Type: Other

10-5-95 AM PEAK

Comment: SUMA15 4027.00 (With TRANSYT-7F Analyses) PID #6525

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1		2	3	<		1	3	
Volumes	220	300	285	100		400	835	110		210	900	
Lane Width	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0	
RTOR Vols			140			0		0				0
Lost Time	3.00	3.00	3.00	3.00		3.00	3.00	3.00		3.00	3.00	

## Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	*					*		
	Thru	*					*		
	Right	*					*		
	Peds						*		
WB	Left		*						
	Thru		*						
	Right		*						
	Peds								
NB	Right								
SB	Right								
Green		11.0A	9.0A						
Yellow/AR		5.0	5.0						
Cycle Length:		75 secs							

Green 17.0A 19.0P  
Yellow/AR 4.0 5.0

Phase combination order: #1 #2 #5 #6

## Intersection Performance Summary

Lane	Group:	Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach:	
									Delay	LOS
EB	L		575	3320	0.436	0.173	21.4	C	22.8	C
	T		606	3495	0.578	0.173	22.7	C		
	R		257	1485	0.625	0.173	25.1	D		
WB	L		243	1660	0.456	0.147	23.2	C	13.5	B
	R		1268	2971	0.396	0.427	11.4	B		
NB	TR		1441	5148	0.801	0.280	20.8	C	20.8	C
SB	L		398	1660	0.585	0.240	20.8	C	9.4	B
	T		2936	5243	0.375	0.560	7.0	B		

Intersection Delay = 16.1 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.643

KZF Incorporated

Streets: (E-W) RAMPS B &amp; C

(N-S) PADDOCK RD (S.R. 4)

Analyst: KZF JGW

File Name: RMPBA15.HC9

Area Type: Other

10-5-95 AM PEAK

Comment: RMPBA15 4027.00 (With TRANSYT-7F Analyses) PID #6525

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes				2		1	1	3		3		1
Volumes				610		360	350	550		800		525
Lane Width				12.0		12.0	12.0	12.0		12.0		12.0
RTOR Vols						150			0			0
Lost Time				3.00		3.00	3.00	3.00		3.00		3.00

## Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left					NB Left	*		
	Thru					Thru	*	*	
	Right					Right			
	Peds					Peds	*	*	
WB	Left	*				SB Left			
	Thru	*				Thru	*		
	Right	*				Right	*		
	Peds	*				Peds	*		
NB	Right					EB Right			
SB	Right	*				WB Right			
Green		22.0A				Green	18.0A	21.0P	
Yellow/AR		5.0				Yellow/AR	4.0	5.0	
Cycle Length: 75 secs Phase combination order: #1 #5 #6									

## Intersection Performance Summary

Intersection Performance Summary									
	Lane	Group:	Adj Sat	v/c	g/C			Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
	-----	-----	-----	-----	-----	-----	---	-----	---
WB	L	1062	3320	0.657	0.320	17.7	C	17.4	C
	R	475	1485	0.490	0.320	16.3	C		
NB	L	421	1660	0.925	0.253	39.6	D	17.8	C
	T	3146	5243	0.214	0.600	5.2	B		
SB	T	1608	5243	0.608	0.307	17.3	C	13.1	B
	R	990	1485	0.589	0.667	5.9	B		

Intersection Delay = 15.6 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.717

KZF Incorporated

Streets: (E-W) SEYMOUR AVENUE

(N-S) PADDOCK RD (S.R. 4)

Analyst: KZF JGW

File Name: SEYP15.HC9

Area Type: Other

10-5-95 PM PEAK

Comment: SEYP15 4027.00 (With TRANSYT 7F Analyses)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	2	1	2	<	2	2	<
Volumes	145	150	50	145	185	580	10	635	160	420	275	150
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vols			10			50			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

## Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	*	*				*		
	Thru		*				*		
	Right		*				*		
	Peds						*		
WB	Left	*	*						
	Thru		*				*		
	Right		*				*		
	Peds						*		
NB	Right								
SB	Right								
Green		7.0A	9.0A				16.0A	30.0P	
Yellow/AR		4.0	5.0				4.0	5.0	
Cycle Length: 80 secs Phase combination order: #1 #2 #5 #6									

## Intersection Performance Summary

Performance Summary									
	Lane	Group:	Adj Sat	v/c	g/C			Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
	-----	-----	-----	-----	-----	-----	-----	-----	---
EB	L	285	1660	0.565	0.237	19.7	C	22.7	C
	TR	465	3385	0.479	0.138	24.8	C		
WB	L	282	1660	0.571	0.237	19.9	C	17.9	C
	T	481	3495	0.449	0.138	24.6	C		
	R	1151	2971	0.577	0.387	15.2	C		
NB	L	234	586	0.047	0.400	11.2	B	16.0	C
	TR	1356	3390	0.684	0.400	16.1	C		
SB	L	706	3320	0.682	0.213	23.9	C	14.0	B
	TR	2153	3312	0.231	0.650	4.4	A		

Intersection Delay = 16.8 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.670

10-06-1995

File Name: RMPBP15.HC9

10-5-95 PM PEAK

10-3-95 PM PEAK  
(With TRANSYT-7F Analyses) PID #6525  
=====

Phase Combination		1	2	Signal Operations						
EB	Left			3	4		5	6	7	8
	Thru					NB	Left	*		
	Right						Thru	*	*	
	Peds						Right			
WB	Left	*					Peds	*	*	
	Thru	*				SB	Left		*	
	Right	*					Thru		*	
	Peds						Right		*	
NB	Right						Peds		*	
SB	Right					EB	Right			
Green		16.0A				WB	Right			
Yellow/AR		5.0				Green	31.0A	19.0P		
Cycle Length:	80 secs					Yellow/AR	4.0	5.0		
Phase combination order: #1 #5 #6										

Intersection Performance Summary										
Lane	Group:	Mvmts	Cap	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
				Flow	Ratio	Ratio			Delay	LOS
WB	L		747	3320	0.576	0.225	21.8	C	22.0	C
	R		334	1485	0.566	0.225	22.6	C		
NB	L		664	1660	0.920	0.400	30.4	D	12.6	B
	T		3670	5243	0.325	0.700	3.6	A		
SB	T		1376	5243	0.520	0.262	19.4	C	20.2	C
	R		390	1485	0.641	0.262	22.4	C		
Intersection Delay = 16.5 sec/veh Intersection LOS = C										
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.750										



## 1985 HCM: SIGNALIZED INTERSECTIONS

## SUMMARY REPORT

\*\*\*\*\*

INTERSECTION..RAMPS B &amp; C/PADDOCK RD (S.R. 4)

AREA TYPE.....OTHER

ANALYST.....KZF JGW

DATE.....07-28-93

TIME.....AM PEAK HR YR 2015

COMMENT.....RAMPAM 3516.11 (With TRANSYT-7F Analyses)

VOLUMES				:	GEOMETRY							
	EB	WB	NB	SB	:	EB	WB	NB	SB			
LT	0	610	350	0	:	L 12.0	L 12.0	L 12.0	T 12.0			12.0
TH	0	360	550	800	:	L 12.0	L 12.0	L 12.0	T 12.0			12.0
RT	0	335	0	525	:	T 12.0	R 12.0	T 12.0	T 12.0			12.0
RR	0	150	0	0	:	R 12.0		T 12.0	R 12.0			12.0
					:	12.0		T 12.0				12.0
					:	12.0		T 12.0				12.0

ADJUSTMENT FACTORS											
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR.	TYPE
EB	0.00	3.00	N	0	0	0.90	0	N	29.5		3
WB	0.00	3.00	N	0	0	0.90	0	N	29.5		3
NB	0.00	3.00	N	0	0	0.90	0	N	11.5		4
SB	0.00	3.00	N	0	0	0.90	0	N	11.5		3

SIGNAL SETTINGS										CYCLE LENGTH = 75.0			
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4				
EB LT					NB LT	X							
TH					TH	X	X						
RT					RT	X	X						
PD					PD								
WB LT	X				SB LT		X						
TH	X				TH		X						
RT	X				RT		X						
PD					PD								
GREEN	22.0	0.0	0.0	0.0	GREEN	18.0	21.0	0.0	0.0				
YELLOW	5.0	0.0	0.0	0.0	YELLOW	4.0	5.0	0.0	0.0				

LEVEL OF SERVICE							
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY
WB	L		0.836	0.320	23.1	C	21.5
	R		0.426	0.320	15.6	C	
NB	L		0.494	0.253	18.6	C	9.4
	T		0.211	0.600	3.8	A	
SB	T		0.599	0.307	17.2	C	13.6
	R		0.618	0.627	7.4	B	

INTERSECTION: Delay = 14.3 (sec/veh) V/C = 0.655 LOS = B

ATTACH #2A

## 1985 HCM: SIGNALIZED INTERSECTIONS

## SUMMARY REPORT

\*\*\*\*\*  
 INTERSECTION..RAMPS B & C/PADDOCK RD (S.R. 4)  
 AREA TYPE.....OTHER  
 ANALYST.....KZF JGW  
 DATE.....07-28-93  
 TIME.....PM PEAK HR YR 2015  
 COMMENT.....RAMP15 3516.11 (With TRANSYT 7F Analyses)

VOLUMES					GEOMETRY							
	EB	WB	NB	SB	:	EB	WB	NB	SB			
LT	0	375	550	0	:	12.0	L	12.0	L	12.0	T	12.0
TH	0	0	975	585	:	12.0	L	12.0	L	12.0	T	12.0
RT	0	335	0	325	:	12.0	R	12.0	T	12.0	T	12.0
RR	0	150	0	100	:	12.0		12.0	T	12.0	R	12.0
					:	12.0		12.0	T	12.0		12.0
					:	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS											
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR.	TYPE
EB	0.00	3.00	N	0	0	0.90	0	N	29.5	3	
WB	0.00	3.00	N	0	0	0.90	0	N	29.5	3	
NB	0.00	3.00	N	0	0	0.90	0	N	11.5	4	
SB	0.00	3.00	N	0	0	0.90	0	N	11.5	3	

SIGNAL SETTINGS										CYCLE LENGTH = 80.0	
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4		
EB LT					NB LT	X					
TH					TH	X	X				
RT					RT	X	X				
PD					PD						
WB LT	X				SB LT		X				
TH	X				TH		X				
RT	X				RT		X				
PD					PD						
GREEN	17.0	0.0	0.0	0.0	GREEN	30.0	19.0	0.0	0.0		
YELLOW	5.0	0.0	0.0	0.0	YELLOW	4.0	5.0	0.0	0.0		

LEVEL OF SERVICE							
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY
WB	L		0.693	0.237	23.4	C	23.0
	R		0.573	0.237	22.1	C	
NB	L		0.508	0.387	14.5	B	6.9
	T		0.326	0.688	2.8	A	
SB	T		0.512	0.262	19.4	C	20.1
	R		0.632	0.262	22.1	C	

INTERSECTION: Delay = 13.6 (sec/veh) V/C = 0.558 LOS = B

ATTACH #2B

\*\*\*\*\*

FACILITY LOCATION.... I-75 SOUTHBOUND  
ANALYST..... KZF JGW  
TIME OF ANALYSIS..... YR 2015 AM PEAK HR  
DATE OF ANALYSIS..... 07-30-1993  
OTHER INFORMATION.... AMSBENT1 3516.11 SB Paddock Entrance  
Design Traffic

## A) ADJUSTMENT FACTORS

-----  
PERCENTAGE OF TRUCKS..... 6 (Typical - 200 #/HP)  
PEAK HOUR FACTOR..... .9  
HIGHWAY DESIGN SPEED (mph)..... 70  
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

## B) INPUT INFORMATION

-----  
NO. OF LANES ON FREEWAY : 3 (per direction)

## ANALYSIS RAMP CHARACTERISTICS:

\*\*\*\*\*

(1) RIGHT-HAND RAMP.

(2) ONE LANE RAMP.

	UPSTREAM RAMP *****	FREEWAY *****	ANALYSIS RAMP *****	DOWNSTREAM RAMP *****
VOLUME	970	7030	875	N.A.
% TRUCKS	3	6	3	N.A.
RAMP TYPE	OFF	N.A.	ON	N.A.
DISTANCE	1500	N.A.	N.A.	N.A.

\*\*\*\*\*

## C) RAMP ANALYSIS RESULTS

-----  
TRUCK PRESENCE IN LANE 1: 80 % OF FREEWAY TRUCKS

WARNING: % trucks in lane 1, ... Volume is outside Fig 5.6

RAMP ANALYZED WITH UPSTREAM RAMP USING FIGURE I.5- 6

	Vl	Vr	Vf
	****	****	****
VPH	1280	875	6060
ET	1.7	1.7	1.7
Fhv	0.86	0.98	0.96
PHF	0.90	0.90	0.90
PCPH	1654	992	7014

CHECKPOINT	VOLUME	LOS
*****	*****	***
FREEWAY:	8006	F
MERGE:	2646	F

## IDENTIFYING INFORMATION

-----  
FACILITY LOCATION.... I-75 SOUTHBOUND  
TIME AND DATE..... YR 2015 AM PEAK HR ; 07-30-1993  
OTHER INFORMATION.... AMSBENT1 3516.11 SB Paddock Entrance  
Design Traffic

\*\*\*\*\*

FACILITY LOCATION.... I-75 SOUTHBOUND  
 ANALYST..... KZF JGW  
 TIME OF ANALYSIS..... YR 2015 PM PEAK HR  
 DATE OF ANALYSIS..... 07-30-1993  
 OTHER INFORMATION.... PMSBENT1 3516.11 SB Paddock Entrance  
 Design Traffic

## A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 6 (Typical - 200 #/HP)  
 PEAK HOUR FACTOR..... .9  
 HIGHWAY DESIGN SPEED (mph)..... 70  
 (BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

## B) INPUT INFORMATION

-----  
 NO. OF LANES ON FREEWAY : 3 (per direction)

## ANALYSIS RAMP CHARACTERISTICS:

\*\*\*\*\*

- (1) RIGHT-HAND RAMP.  
 (2) ONE LANE RAMP.

	UPSTREAM RAMP *****	FREEWAY *****	ANALYSIS RAMP *****	DOWNSTREAM RAMP *****
VOLUME	710	5200	875	N.A.
% TRUCKS	3	6	3	N.A.
RAMP TYPE	OFF	N.A.	ON	N.A.
DISTANCE	1500	N.A.	N.A.	N.A.

\*\*\*\*\*

## C) RAMP ANALYSIS RESULTS

-----  
TRUCK PRESENCE IN LANE 1: 57 % OF FREEWAY TRUCKS

RAMP ANALYZED WITH UPSTREAM RAMP USING FIGURE I.5- 6

	Vl	Vr	Vf
	****	****	*****
VPH	919	875	4490
ET	1.7	1.7	1.7
Fhv	0.89	0.98	0.96
PHF	0.90	0.90	0.90
PCPH	1147	992	5197

CHECKPOINT	VOLUME	LOS
*****	*****	***
FREEWAY:	6189	F
MERGE:	2139	F

## IDENTIFYING INFORMATION

-----  
FACILITY LOCATION.... I-75 SOUTHBOUND  
TIME AND DATE..... YR 2015 PM PEAK HR ; 07-30-1993  
OTHER INFORMATION.... PMSBENT1 3516.11 SB Paddock Entrance  
Design Traffic

\*\*\*\*\*

FACILITY LOCATION.... I-75 SOUTHBOUND  
ANALYST..... KZF JGW  
TIME OF ANALYSIS..... YR 2015 AM PEAK HR  
DATE OF ANALYSIS..... 07-30-1993  
OTHER INFORMATION.... AMSBENT2 3516.11 SB Paddock Ent Rvsd  
[-17 vph] Intrchnng Modification

## A) ADJUSTMENT FACTORS

-----  
PERCENTAGE OF TRUCKS..... 6 (Typical - 200 #/HP)  
PEAK HOUR FACTOR..... .9  
HIGHWAY DESIGN SPEED (mph)..... 70  
(BUSES AND RV'S ARE CONSIDERED AS TRUCKS)

LEVEL TERRAIN

## B) INPUT INFORMATION

-----  
NO. OF LANES ON FREEWAY : 3 (per direction)

## ANALYSIS RAMP CHARACTERISTICS:

\*\*\*\*\*

- (1) RIGHT-HAND RAMP.  
(2) ONE LANE RAMP.

	UPSTREAM RAMP *****	FREEWAY *****	ANALYSIS RAMP *****	DOWNSTREAM RAMP *****
VOLUME	970	7030	858	N.A.
% TRUCKS	3	6	3	N.A.
RAMP TYPE	OFF	N.A.	ON	N.A.
DISTANCE	1500	N.A.	N.A.	N.A.

ATTACH #5

\*\*\*\*\*

## C) RAMP ANALYSIS RESULTS

-----  
TRUCK PRESENCE IN LANE 1: 80 % OF FREEWAY TRUCKS

WARNING: % trucks in lane 1, ... Volume is outside Fig 5.6

RAMP ANALYZED WITH UPSTREAM RAMP USING FIGURE I.5- 6

	Vl	Vr	Vf
	****	****	*****
VPH	1280	858	6060
ET	1.7	1.7	1.7
Fhv	0.86	0.98	0.96
PHF	0.90	0.90	0.90
PCPH	1654	973	7014

CHECKPOINT	VOLUME	LOS
*****	*****	***
FREEWAY:	7987	F
MERGE:	2627	F

## IDENTIFYING INFORMATION

-----  
FACILITY LOCATION.... I-75 SOUTHBOUND  
TIME AND DATE..... YR 2015 AM-PEAK HR ; 07-30-1993  
OTHER INFORMATION.... AMSBENT2 3516.11 SB Paddock Ent Rvsd  
[-17 vph] Intrchnng Modification



## 1985 HCM: SIGNALIZED INTERSECTIONS

## SUMMARY REPORT

\*\*\*\*\*

INTERSECTION..RAMPS B &amp; C/PADDOCK RD (S.R. 4)

AREA TYPE.....OTHER

ANALYST.....KZF JGW

DATE.....07-29-93

TIME.....PM PEAK HR YR 2015

COMMENT.....PMEXRVS 3516.11 Exist Geometry - Revised Timing

	VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB	WB	NB	SB		
LT	0	375	550	0	: L	12.0	L	12.0	L	12.0	T
TH	0	0	975	585	: L	12.0	R	12.0	T	12.0	T
RT	0	335	0	325	: T	12.0		12.0	T	12.0	R
RR	0	150	0	100	: R	12.0		12.0		12.0	
					:	12.0		12.0		12.0	
					:	12.0		12.0		12.0	

ADJUSTMENT FACTORS										ARR.	TYPE
GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T			
EB	0.00	3.00	N	0	0	0.90	0	N	29.5	3	
WB	0.00	3.00	N	0	0	0.90	0	N	29.5	3	
NB	0.00	3.00	N	0	0	0.90	0	N	11.5	4	
SB	0.00	3.00	N	0	0	0.90	0	N	11.5	3	

SIGNAL SETTINGS										CYCLE LENGTH = 80.0	
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4		
EB LT					NB LT	X					
TH					TH	X	X				
RT					RT	X	X				
PD					PD						
WB LT	X				SB LT		X				
TH	X				TH		X				
RT	X				RT		X				
PD					PD						
GREEN	22.0	0.0	0.0	0.0	GREEN	29.0	15.0	0.0	0.0		
YELLOW	5.0	0.0	0.0	0.0	YELLOW	4.0	5.0	0.0	0.0		

LEVEL OF SERVICE							
LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.922	0.300	38.0	D	31.3	D
	R	0.454	0.300	17.8	C		
NB	L	0.968	0.375	39.3	D	16.8	C
	T	0.513	0.625	4.7	A		
SB	T	0.906	0.213	33.8	D	32.9	D
	R	0.781	0.213	30.6	D		

INTERSECTION: Delay = 24.1 (sec/veh) V/C = 0.937 LOS = C

ATTACH # 3A

## 1985 HCM: SIGNALIZED INTERSECTIONS

## SUMMARY REPORT

\*\*\*\*\*

INTERSECTION..RAMPS B &amp; C/PADDOCK RD (S.R. 4)

AREA TYPE.....OTHER

ANALYST.....KZF JGW

DATE.....07-29-93

TIME.....AM PEAK HR YR 2015

COMMENT.....AMEXRVSD 3516.11 Exist Geometry - Revised Timing

VOLUMES				GEOMETRY							
	EB	WB	NB	SB	:	EB	WB	NB	SB		
LT	0	610	350	0	:	L 12.0	L 12.0	L 12.0	T 12.0		12.0
TH	0	0	550	800	:	L 12.0	R 12.0	T 12.0	T 12.0		12.0
RT	0	360	0	525	:	T 12.0		T 12.0	R 12.0		12.0
RR	0	150	0	0	:	R 12.0		12.0			12.0
					:	12.0		12.0			12.0
					:	12.0		12.0			12.0

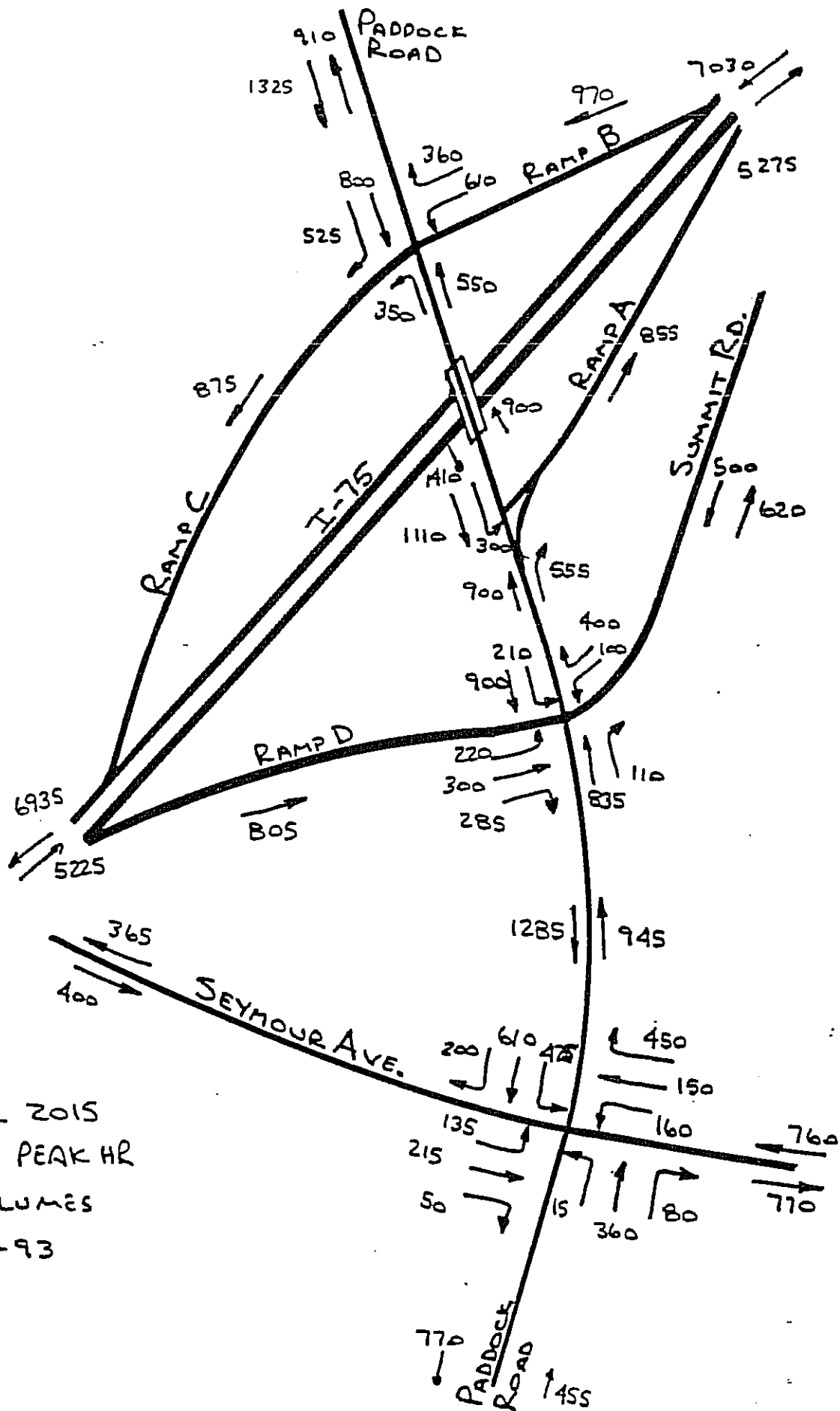
ADJUSTMENT FACTORS											
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR.	TYPE
EB	0.00	3.00	N	0	0	0.90	0	N	20.5		3
WB	0.00	3.00	N	0	0	0.90	0	N	20.5		3
NB	0.00	3.00	N	0	0	0.90	0	N	8.5		4
SB	0.00	3.00	N	0	0	0.90	0	N	8.5		3

SIGNAL SETTINGS										CYCLE LENGTH = 75.0	
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4		
EB LT					NB LT	X					
TH					TH	X	X				
RT					RT	X	X				
PD					PD						
WB LT	X				SB LT		X				
TH	X				TH		X				
RT	X				RT		X				
PD					PD		X				
GREEN	29.0	0.0	0.0	0.0	GREEN	15.5	16.5	0.0	0.0		
YELLOW	5.0	0.0	0.0	0.0	YELLOW	4.0	5.0	0.0	0.0		

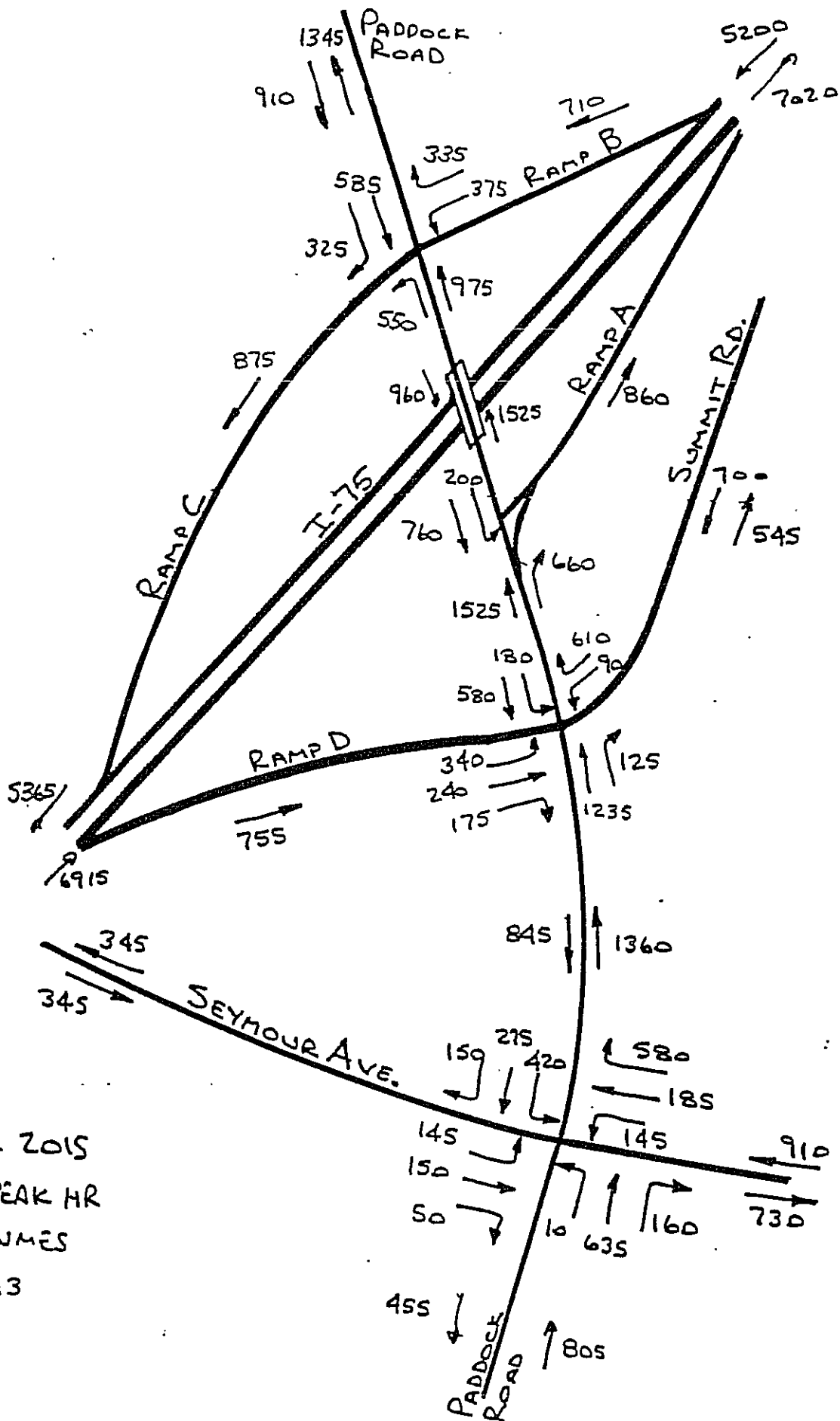
LEVEL OF SERVICE							
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY
WB	L		1.088	0.413	74.6	F	58.5
	R		0.374	0.413	11.8	B	
NB	L		1.049	0.220	73.6	F	31.6
	T		0.357	0.507	6.1	B	
SB	T		1.067	0.247	65.7	F	42.7
	R		0.586	0.660	6.0	B	

INTERSECTION: Delay = 43.6 (sec/veh) V/C = 1.073 LOS = E

ATTACH #3B



YEAR 2015  
AM PEAK HR  
VOLUMES  
1-93



YEAR 2015  
PM PEAK HR  
VOLUMES  
1-93

## 1985 HCM: SIGNALIZED INTERSECTIONS

## SUMMARY REPORT

\*\*\*\*\*

INTERSECTION..RAMPS B &amp; C/PADDOCK RD (S.R. 4)

AREA TYPE.....OTHER

ANALYST.....KZF JGW

DATE.....07-29-93

TIME.....PM PEAK HR YR 2015

COMMENT.....PMEXRVSD 3516.11 Exist Geometry - Revised Timing

VOLUMES				:	GEOMETRY							
	EB	WB	NB	SB	:	EB	WB	NB	SB			
LT	0	375	550	0	:	12.0	L	12.0	L	12.0	T	12.0
TH	0	0	975	585	:	12.0	R	12.0	T	12.0	T	12.0
RT	0	335	0	325	:	12.0		12.0	T	12.0	R	12.0
RR	0	150	0	100	:	12.0		12.0		12.0		12.0
					:	12.0		12.0		12.0		12.0
					:	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	3.00	N	0	0	0.90	0	N	29.5	3
WB	0.00	3.00	N	0	0	0.90	0	N	29.5	3
NB	0.00	3.00	N	0	0	0.90	0	N	11.5	4
SB	0.00	3.00	N	0	0	0.90	0	N	11.5	3

SIGNAL SETTINGS										
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4	CYCLE LENGTH = 80.0
EB LT					NB LT	X				
TH					TH	X	X			
RT					RT	X	X			
PD					PD					
WB LT	X				SB LT		X			
TH	X				TH		X			
RT	X				RT		X			
PD					PD					
GREEN	22.0	0.0	0.0	- 0.0 -	GREEN	29.0	15.0	0.0	0.0	
YELLOW	5.0	0.0	0.0	0.0	YELLOW	4.0	5.0	0.0	0.0	

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.922	0.300	38.0	D	31.3	D
	R	0.454	0.300	17.8	C		
NB	L	0.968	0.375	39.3	D	16.8	C
	T	0.513	0.625	4.7	A		
SB	T	0.906	0.213	33.8	D	32.9	D
	R	0.781	0.213	30.6	D		

INTERSECTION: Delay = 24.1 (sec/veh) V/C = 0.937 LOS = C

ATTACH #3A

1985 HCM: SIGNALIZED INTERSECTIONS  
SUMMARY REPORT

\*\*\*\*\*  
INTERSECTION..RAMPS B & C/PADDOCK RD (S.R. 4)  
AREA TYPE.....OTHER  
ANALYST.....KZF JGW  
DATE.....07-29-93  
TIME.....AM PEAK HR YR 2015  
COMMENT.....AMEXRVSD 3516.11 Exist Geometry - Revised Timing

VOLUMES					GEOMETRY				
LT	EB	WB	NB	SB	EB	WB	NB	SB	
TH	0	610	350	0	12.0	12.0	12.0	12.0	
RT	0	0	550	800	12.0	12.0	12.0	12.0	
RR	0	360	0	525	12.0	12.0	12.0	12.0	
	0	150	0	0	12.0	12.0	12.0	12.0	
					12.0	12.0	12.0	12.0	
					12.0	12.0	12.0	12.0	

ADJUSTMENT FACTORS									
EB	WB	NB	SB	BUSES	PHF	PEDS	PED.	BUT.	ARR. TYPE
				Nb			Y/N	min T	
0.00	3.00	N	0	0	0.90	0	N	20.5	3
0.00	3.00	N	0	0	0.90	0	N	20.5	3
0.00	3.00	N	0	0	0.90	0	N	8.5	4
0.00	3.00	N	0	0	0.90	0	N	8.5	3

SIGNAL SETTINGS									
PH-1	PH-2	PH-3	PH-4	PH-1	PH-2	PH-3	PH-4	CYCLE LENGTH = 75.0	
EB	LT			NB	LT	X			
	TH				TH	X	X		
	RT				RT	X	X		
	PD				PD				
WB	LT	X		SB	LT		X		
	TH	X			TH		X		
	RT	X			RT		X		
	PD				PD				
GREEN	29.0	0.0	0.0	GREEN	15.5	16.5	0.0	0.0	
YELLOW	5.0	0.0	0.0	YELLOW	4.0	5.0	0.0	0.0	

LEVEL OF SERVICE							
WB	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY
	L		1.088	0.413	74.6	F	58.5
	R		0.374	0.413	11.8	B	
NB	L		1.049	0.220	73.6	F	31.6
	T		0.357	0.507	6.1	B	
SB	T		1.067	0.247	65.7	F	42.7
	R		0.586	0.660	6.0	B	

INTERSECTION: Delay = 43.6 (sec/veh) V/C = 1.073 LOS = E

MIDBLOCK ONLY  
ROADWAY SEGMENT ACCIDENT SUMMARY  
DIVISION OF TRAFFIC ENGINEERING  
CITY OF CINCINNATI

adway PADDOCK from Edison Dr. 6500 to North Bend Rd. 7426  
prepared by CANDY BROWN Date 1-7-98

Year	Total	Rear End	Right Angle	Turning		Side Swipe	Parked Veh.	Fixed Object	Ped.	Other	Injury
				LT	RT						
96	18	5	1	1	-	9	0	2	1	0	3
95	21	6	4	2	-	8	0	3	0	0	0
94	36	17	1	1	-	10	0	5	0	3	1

ments: LENGTH OF SEGMENT = 3065  
(0.58)

$$11640 + 10880 = \text{ADT: } 22520$$

6. Rates

96 3.8

95 4.4

94 7.6

Accident Rate  
(per million veh. miles  
per year)

$$= \frac{\text{No. Acc X 1,000,000}}{\text{No. miles X ADT X 365}}$$

$$= \frac{25 \times 1,000,000}{0.58 \times 22520 \times 365}$$

$$= 5.2 \text{ Accidents per million vehicle miles}$$

POINT ACCIDENT SUMMARY  
DIVISION OF TRAFFIC ENGINEERING  
CITY OF CINCINNATI

Way PADDOCK At SEYMOUR  
pared by CANOEY BROWN Date 1-9-0

Year	Total	Rear End	Right Angle	Turning		Side Swipe	Parked Veh.	Fixed Object	Ped.	Other	Inj
				LT	RT						
96	29	19	4	2	-	4	0	0	0	2	2
95	40	19	12	11	-	6	0	1	0	2	2
94	37	11	9	5		15	0	1	0	1	1

Comments: NB 5370 ADT: 26120  
SB 10090  
EB 3250  
WB 7390

ACC RATE 26120

1996 3.0

1995 4.2

1994 ~~4.1~~ 3.9

Accident Rate  
(per million vehicles  
per year)

$$\begin{aligned}
 &= \frac{\text{No. Acc} \times 1,000,000}{\text{ADT} \times 365} \\
 &= \frac{35 \times 1,000,000}{26120 \times 365} \\
 &= 3.7 \text{ Accidents per million veh.}
 \end{aligned}$$



POINT ACCIDENT SUMMARY  
DIVISION OF TRAFFIC ENGINEERING  
CITY OF CINCINNATI

Way PADDOCK At SUMMIT / NB I-75  
pared by CANDY BROWN Date 1-9-9

r	Total	Rear End	Right Angle	Turning		Side Swipe	Parked Veh.	Fixed Object	Ped.	Other	Inj
				LT	RT						
96	14	8	4	-	1	2	0	0	0	0	C
5	16	8	5	-	-	3	0	0	0	0	I
4	23	5	6	1	3	11	0	0	0	1	C

ments: ADT NB 9530 ADT: 31720  
SB 9040  
EB 5770  
WB 7380  
31720

Acc RATE  
1996 1.2  
1995 1.4  
1994 2.0  
 

Accident Rate  
(per million vehicles  
per year)

No. Acc X 1,000,000  
ADT X 365.

= 17.7 X 1,000,000  
31720 X 365

= 1.5 Accidents per  
million vehi

Way Paddock At NB 1-75 RAMP 7564  
pared by CANDY BROWN Date 1-9-9

ments: ADT NB 16220 ADT: 2786  
SB 11640  
27860

A-1-1-10

Way PADDOCK At SB 1-75  
pared by CANDY BROWN Date 1-9-98

ments: ADT NB 10880 ADT: 29990  
SB 9440  
WB 9670

ALL DATE

<u>1796</u>	1.7
<u>1795</u>	0.8
<u>1794</u>	1.6

Accident Rate  
(per million vehicles  
per year)

No. Acc X 1,000,000  


---

 ADT X 365.

$$= \underline{15} \times 1,000,000$$
$$29990 \times 365$$

= 1.4 Accidents per million vehicle



way Paddock At EDISON  
 ared by CANDY BROWN Date 1-9-98

[illegible]

ents:

ADT

No. Acc X 1,000,000

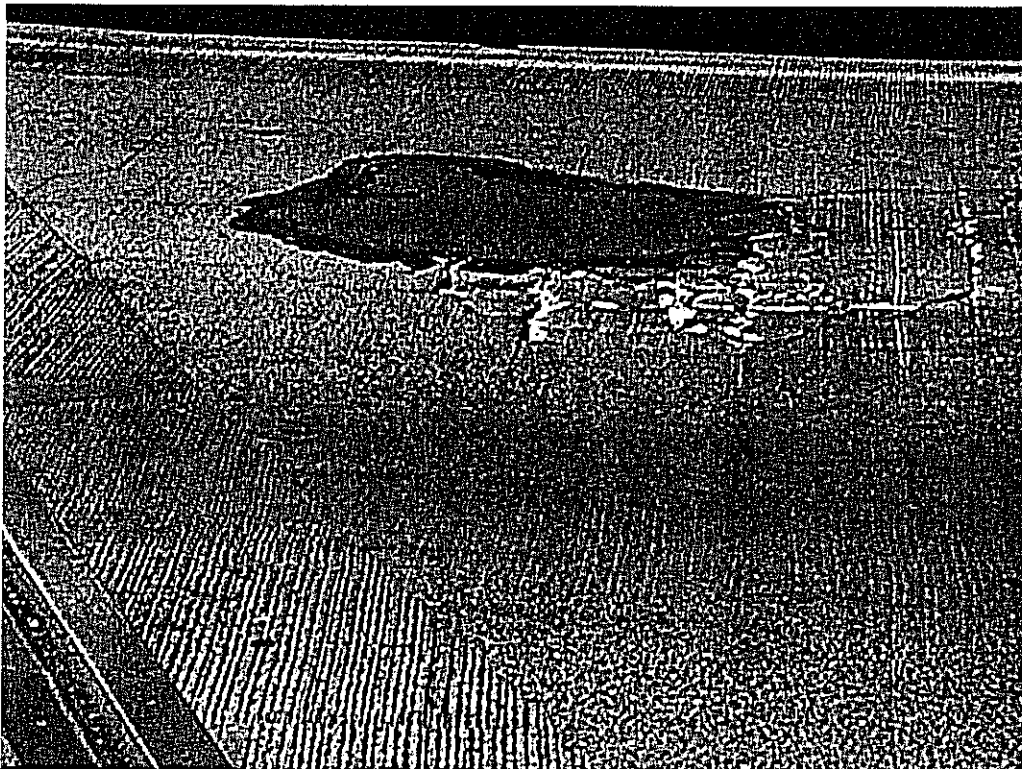
ADT X 365

11 \_\_\_\_\_ X 1,000,000

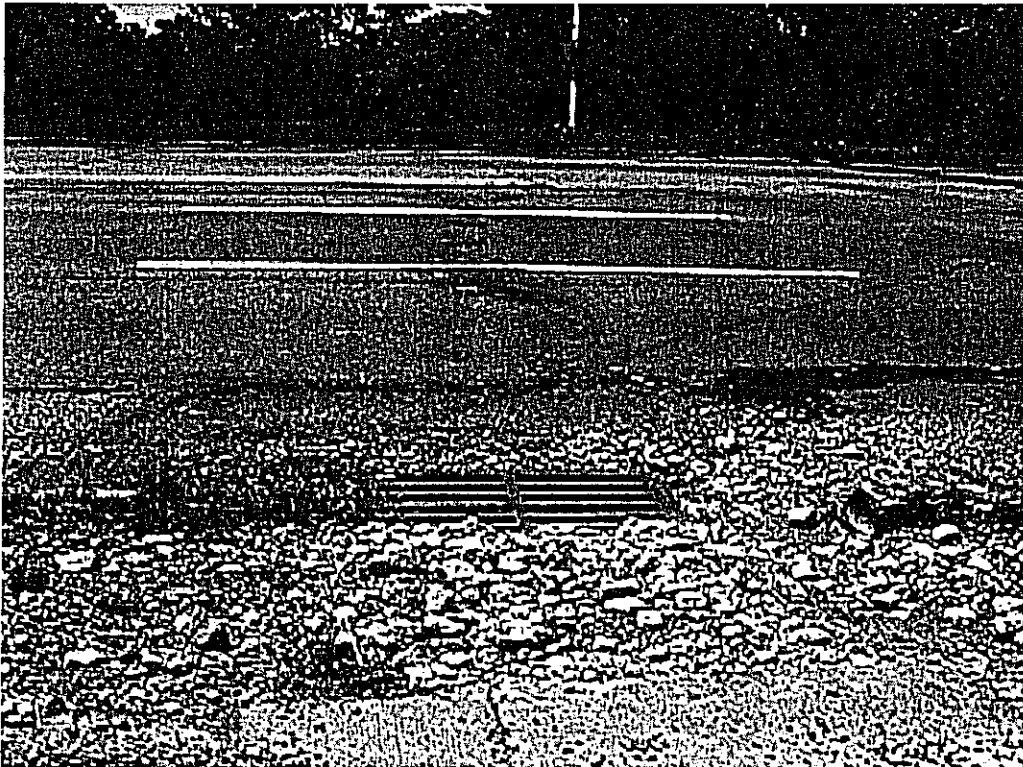
X 365

= 0 Accidents per million vehicle:

## PADDOCK ROAD



# PADDOCK ROAD

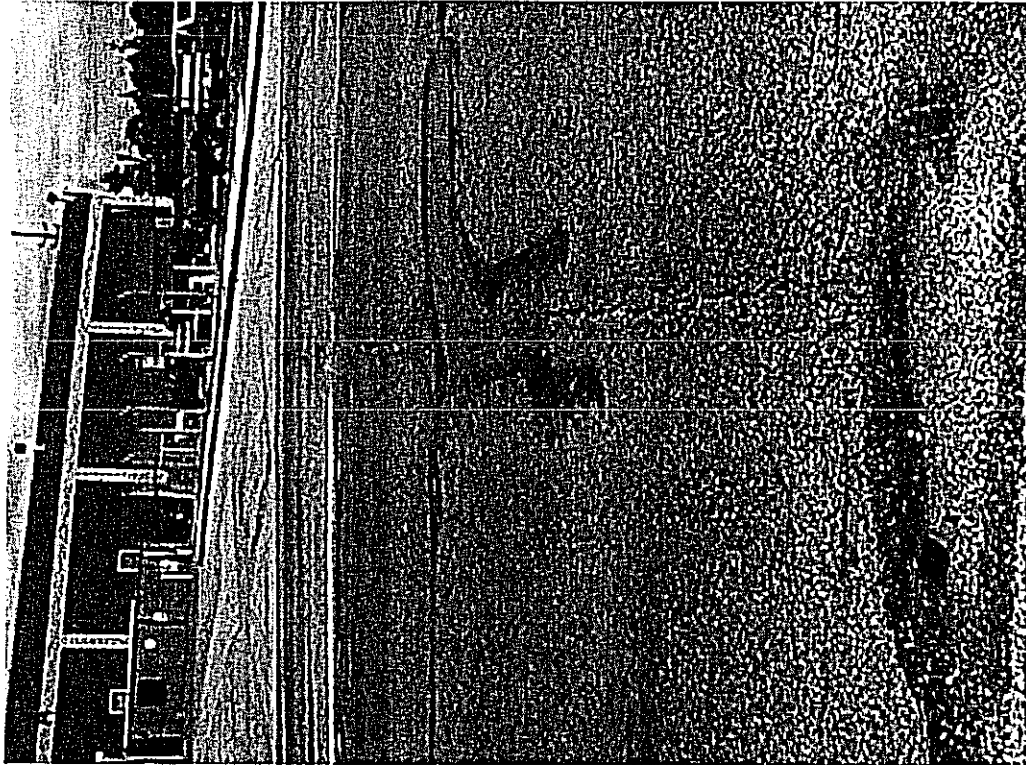


## PADDOCK ROAD





## PADDOCK ROAD



## ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded?

For bridges, submit a copy of the current State form BR-86.

Closed \_\_\_\_\_

Poor   X  

Fair \_\_\_\_\_

Good \_\_\_\_\_

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The current pavement width is not adequate to handle the volume of traffic and the volume of trucks (7%). The interchange is not in accordance with the latest Geometric Design Criteria of ODOT. The current interchange encourages weaving, has congestion, signal and signing problems, which in turn leads to a high accident rate. Paddock Road and Seymour Avenue have substandard lane widths. The condition of the bridge is poor and ODOT determined that it required replacement. The condition of the pavement is poor. 95 % of the existing pavement is to be replaced to full-depth.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

  6   months

Are preliminary plans or engineering completed?   Yes   No

Are detailed construction plans completed?   Yes   No

Are all right-of-way and easements acquired? Yes   No   N/A

\*Please answer the following if applicable:

No. of parcels needed for project:   9   Of these, how many are Takes       , Temporary   2  , Permanent   7  

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes   No   N/A (ODOT to coordinate)

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

  6   months

- 3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

The Paddock Road Street Improvement will reduce road user costs, assist in maintaining the current tax base and will provide satisfactory road network for motoring public. The project will also improve Level of Service and access between the IAMS Development site, the development on the Department of Mental Health property and Interstate 75. This project will eliminate dangerous weaves and conflicting traffic flows at and near the interchange. The attached 3 years of accident data show 325 accidents, of which 17 involve personal injury. The street improvement should improve the accident rate.

- 4) What type of funds and what percent of the project cost are to be utilized for matching funds for this project?

Federal X 68 % ODOT X 13 % Local        %  
MRF        % OWDA        % CDBG        %  
Other        %

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

- 5) Has any formal action by a federal, state, or local government agency resulted in a ban of use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban        Other Ban        (specify)  
No Ban X

Will the ban be removed after the project is completed?

Yes        No       

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 23,689 X 1.20 = 28,426 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes  X  No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Paddock Road is part of the National Highway System (SR 4) and is classified as a major arterial. It connects several communities, development sites and the Pauline Lewis center with Interstate 75.

- 9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS Varies C to E

Proposed LOS C

*\*Attached are the LOS calculations.*

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

How will the proposed project alleviate serious traffic problems or hazards?

The project will eliminate dangerous weaves within the interchange. Lanes will be widened to current standards to facilitate trucks and their turning movements. Additional turning lanes will be constructed to separate turning movements from through movements

- 10) Will the proposed project generate user fees or assessments?

Yes   No  X

If yes, what user fees and/or assessments will be utilized?

- 11) How will the proposed project enhance economic growth? (Please be specific)

Attached is data on economic development at the IAMS Research and Business Park. There are 590 current employees with another 105 by the end of the year, see attached data. In negotiations with these companies, one of the main issues was that they wanted Paddock Road improved. One factor that has prevented some companies from committing to the available sites is the traffic congestion on Paddock Road. There is still acreage available for development on the IAMS development site and the Pauline Lewis Warfield Center property. The City is drafting a memorandum of understanding with the Post Office to relocate the main Post Office from Liberty and Dalton. This would retain 2300 jobs in the City. The completion of this street improvement project would encourage development of the remaining acreage and retain the existing jobs.

- 12) What fees, levies or taxes pertains to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

The City of Cincinnati has a dedicated infrastructure component of the City earnings tax, and has enacted the optional \$5 license plate fee.

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## ADDITIONAL SUPPORT INFORMATION

### PRIORITY LIST OF PROJECTS

PROGRAM YEAR 2000

ROUND 14

Name of Jurisdiction: City of Cincinnati

Please supply the Integrating Committee a listing, *in order of priority*, of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>Red Bank Road Reconstruction (Woodford Road to Zinzle Avenue)</u>
2	<u>Vine St. Rehabilitation (McMicken Ave. to Taft Road/Calhoun St.)</u>
3	<u>State Avenue Rehabilitation (Queen City Ave. to W. Eighth St.)</u>
4	<u>Quebec Road Rehabilitation (Glenway Ave. to Queen City Ave.)</u>
5	<u>M. L. King Drive Improvement (Woodside Pl. to Vine St.)</u>

**SCIP/LTIP PROGRAM**  
**ROUND 14 - PROGRAM YEAR 2000**  
**PROJECT SELECTION CRITERIA**  
**JULY 1, 2000 TO JUNE 30, 2001**

NAME OF APPLICANT: CINCINNATI

NAME OF PROJECT: PADDOCK ROAD

**SCIP**  
 FIELD SCORE: 317  
~~307~~  
 APPEAL SCORE: \_\_\_\_\_  
 FINAL SCORE: \_\_\_\_\_

**LTIP**  
 FIELD SCORE: 430  
~~390~~  
 APPEAL SCORE: \_\_\_\_\_  
 FINAL SCORE: \_\_\_\_\_

**NOTE:** See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed	MASSIVE FT. FAILURE VERY ROUGH SURFACE CURB DETERIORATION CRACKING, POTHOLES PATCHES	SCIP	<u>23</u>	X	<u>5</u>	=	<u>115</u>
<u>23</u> - Critical		LTIP	<u>23</u>	X	<u>1</u>	=	<u>23</u>
20 - Very Poor							
17 - Poor							
15 - Moderately Poor							
10 - Moderately Fair							
5 - Fair Condition							
0 - Good or Better							

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

<u>25</u> - Highly significant importance	SCIP	<u>25</u> <u>15</u>	X	<u>1</u>	=	<u>25</u> <u>15</u>
20 - Considerably significant importance						
<u>15</u> - Moderate importance	LTIP	<u>15</u> <u>25</u>	X	<u>4</u>	=	<u>60</u> <u>100</u>
10 - Minimal importance						
0 - No measurable impact						

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance	SCIP	<u>0</u>	X	<u>1</u>	=	<u>0</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>0</u>	X	<u>0</u>	=	<u>0</u>
10 - Minimal importance						
<u>0</u> - No measurable impact						

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project	SCIP	<u>5</u>	X	<u>3</u>	=	<u>15</u>
20 - Second priority project						
15 - Third priority project	LTIP	<u>5</u>	X	<u>1</u>	=	<u>5</u>
10 - Fourth priority project						
<u>5</u> - Fifth priority project or lower						

130  
145  
85

5) Will the completed project generate user fees or assessments?  
 10 - No  
 0 - Yes

SCIP 10 X 5 = 50  
 LTIP 10 X 0 = 0

6) Economic Growth - How the completed project will enhance economic growth (See definitions).  
 10 - The project will directly secure significant new employers  
 7 - The project will directly secure new employers  
 5 - The project will secure new employers  
 3 - The project will permit more development  
 0 - The project will not impact development

SCIP 10 X 0 = 0  
 LTIP 10 X 4 = 40

7) Matching Funds - LOCAL  
 10 - This project is a loan or credit enhancement  
 10 - 50% or higher  
 8 - 40% to 49.99%  
 6 - 30% to 39.99%  
 4 - 20% to 29.99%  
 2 - 10% to 19.99%  
 0 - Less than 10%

13%

SCIP 2 X 5 = 10  
 LTIP 2 X 1 = 2

8) Matching Funds - OTHER  
 10 - 50% or higher  
 8 - 40% to 49.99%  
 6 - 30% to 39.99%  
 4 - 20% to 29.99%  
 2 - 10% to 19.99%  
 1 - 1% to 9.99%  
 0 - Less than 1%

68%

SCIP 10 X 2 = 20  
 LTIP 10 X 5 = 50

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)  
 10 - Project design is for future demand.  
 8 - Project design is for partial future demand.  
 6 - Project design is for current demand.  
 4 - Project design is for minimal increase in capacity.  
 2 - Project design is for no increase in capacity.

SCIP 10 X 0 = 0  
 LTIP 10 X 10 = 100

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

SCIP 5 X 5 = 25  
 LTIP 5 X 5 = 25

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12  
 3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12  
 0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

105  
 217



11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

SCIP 10 X 0 = 0

8 -

6 - Moderate impact

LTIP 10 X 1 = 10

4 -

2 - Minimal or no impact

12) What is the overall economic health of the jurisdiction?

10 Points

SCIP 6 X 2 = 12

8 Points

6 Points

LTIP 6 X 0 = 0

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

SCIP 0 X 2 = 0

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

LTIP 0 X 2 = 0

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

SCIP 10 X 2 = 20

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

28,426

LTIP 10 X 5 = 50

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide certification of which fees have been enacted.)

5 - Two or more of the above

SCIP 5 X 5 = 25

3 - One of the above

0 - None of the above

LTIP 5 X 5 = 25

57  
85

## ADDENDUM TO THE RATING SYSTEM

### General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

### Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

#### Definitions:

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

### Criterion 2 – Safety

#### Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (**Documentation required.**))

**Note:** Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

### Criterion 3 – Health

#### Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

**Note:** Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

### Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction ***shall*** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

### Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). ***The applying jurisdiction must submit documentation.***

### Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

#### Definitions:

**Directly secure significant new employers:** The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

**Directly secure new employers:** The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

**Secure new employers:** The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

**Permit more development:** The project is designed to permit additional business development. The applicant must supply details.

**The project will not impact development:** The project will have no impact on business development.

### Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

### Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

### Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

#### Definitions:

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

## **Criterion 9 – Alleviate Traffic Problems** - continued

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

## **Criterion 10 - Ability to Proceed**

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

## **Criterion 11 - Regional Impact**

### **Definitions:**

**Major Impact** - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

**Moderate Impact** - Roads: principal thoroughfares, Federal Aid Urban routes

**Minimal / No Impact** - Roads: cul-de-sacs, subdivision streets

## **Criterion 12 – Economic Health**

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

## **Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

## **Criterion 14 - Users**

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

## **Criterion 15 – Fees, Levies, Etc.**

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.